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TOPICS - OF - THE - DAY

GERMANY'S PEACE-PROPOSALS

AT THIS SEASON "peace-proposals from any quarter naturally suggest to neutral nations the possibility of a supreme Christmas blessing for this planet," but any offer of peace, continues the New York *Evening World*, must be scrutinized by neutrals "with careful consideration of motives that prompt it, and of the situation of nations asked to accept it." Germany's prevailing motive, according to her note of December 12, suggesting peace-negotiations, is "the desire to avoid further bloodshed and make an end to the atrocities of war." But most Britons, according to the New York *Tribune's* London correspondent, interpret the move as:

"An effort to spread discord among the members of the Entente.

"An effort to buoy the faltering spirits within the Fatherland.

"An effort to injure the Allies' cause in the eyes of neutrals.

"A forerunner of, and justification for, a wider campaign of frightfulness on the sea."

These two views hardly harmonize. Nor does the actual military position of the belligerents, as envisaged by Washington correspondents, seem to point toward an acceptance of the peace-offers which have been made. The recent Teutonic successes in Roumania have demonstrated, we read in the German note, "that further continuance of the war will not result in breaking the resistance of our forces, and the whole situation with regard to our troops justifies our expectation of further successes." Germany's favorable military position is acknowledged by the Allies, but they believe that Germany has practically reached the end of her resources, and that the tide of victory must inevitably flow their way before very long.

Yet the idea that nothing can come of the German offer is as much to be avoided, in the Pittsburg *Dispatch's* opinion, as the belief that peace is at hand. The important thing, we are told, is that the first formal peace-proposal has been made. "The ice has been broken; the path of peace has been opened." It is for this reason that some of our editors are inclined to agree with the Berlin press writers who predicted that the Reichstag session of December 12 would be "the most remarkable since the outbreak of the war and of world-wide historical importance." The German note of this date, addrest to neutral Powers for transmission to the Entente Allies, reads in part as follows:

"Our aims are not to shatter nor annihilate our adversaries. In spite of our consciousness of our military and economic strength and our readiness to continue the war (which has been forced upon us) to the bitter end, if necessary; at the same time, prompted by the desire to avoid further bloodshed and make an end to the atrocities of war, the four allied Powers propose to enter forthwith into peace-negotiations.

"The propositions which they bring forward for such negotiations, and which have for their object a guaranty of the existence, of the honor and liberty of evolution for their nations, are, according to their firm belief, an appropriate basis for the establishment of a lasting peace. . . . . .

"The spiritual and material progress which were the pride of Europe at the beginning of the twentieth century are threatened with ruin. Germany and her allies, Austria-Hungary, Bulgaria, and Turkey, gave proof of their unconquerable strength in this struggle. They gained gigantic advantages over adversaries superior in number and war-material. Our lines stand unshaken against ever-repeated attempts made by armies.

"The last attack in the Balkans has been rapidly and victoriously overcome. The most recent events have demonstrated that further continuance of the war will not result in breaking the resistance of our forces, and the whole situation with regard to our troops justifies our expectation of further successes.

"If, in spite of this offer of peace and reconciliation, the struggle should go on, the four allied Powers are resolved to continue to a victorious end, but they disclaim responsibility for this before humanity and history."

In a note asking the support of the Vatican in "the work of peace," the German Government asserts that "Germany is carrying on a war of defense against her enemies, which aim at her destruction," and sets forth these reasons for its act:

"For two years and a half a terrible war has been devastating the European Continent. Unlimited treasures of civilization have been destroyed. Extensive areas have been soaked with blood. Millions of brave soldiers have fallen in battle and millions have returned home as invalids. Grief and sorrow fill almost every house.

"Not only upon the belligerent nations, but also upon neutrals, the destructive consequences of the gigantic struggle weigh heavily. Trade and commerce, carefully built up in years of peace, have been deprest. The best forces of the nation have been withdrawn from the production of useful objects. Europe, which formerly was devoted to the propagation of religion and civilization, which was trying to find solutions for social problems, and was the home of science and art, and all peaceful labor, now resembles an immense war-camp, in which the achievements and works of many decades are doomed to annihilation."

A separate supplementary statement, issued by the Austrian

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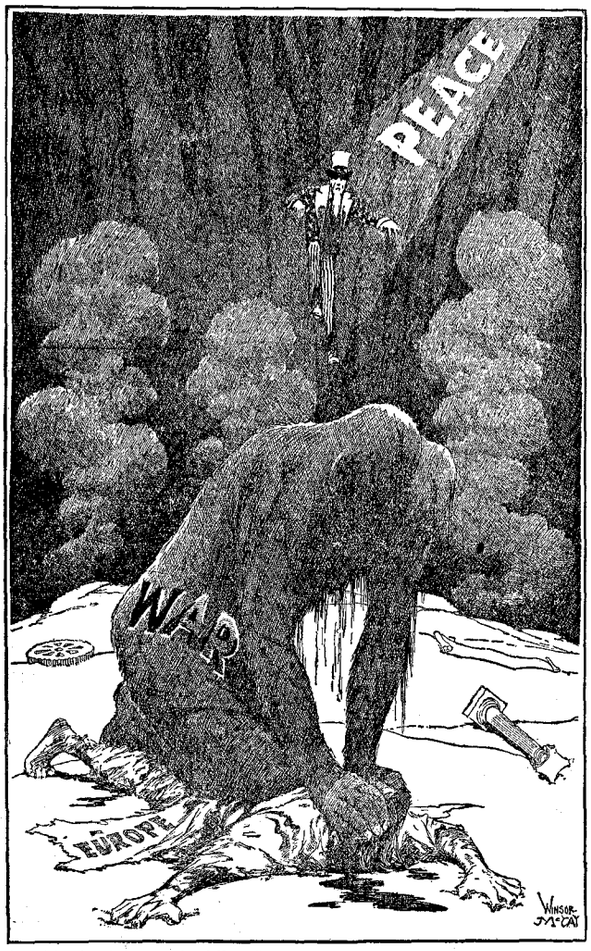
Government, emphasizes the uselessness of further fighting on the part of its enemies:

"The Quadruple Alliance not only has won an immense series of victories, but also holds in its power extensive hostile territories. Unbroken is its strength, as our latest treacherous enemy has just experienced.



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UNCLE SAM'S GREATEST OPPORTUNITY.

—McCay in the New York *American*.

"Can our enemies hope to conquer or shatter this alliance of Powers? They will never succeed in breaking it by blockade and starvation measures. Their war-aims, to the attainment of which they have come no nearer in the third year of the war, will, in the future, be proved to have been completely unattainable. Useless and unavailing, therefore, is the prosecution of the fighting on the part of the enemy.

"The powers of the Quadruple Alliance, on the other hand, have effectively pursued their aims, namely, defense against attacks on their existence and integrity, which were planned in concert long since, and the achievement of real guaranties, and they will never allow themselves to be deprived of the basis of their existence, which they have secured by advantages won.

"The continuation of the murderous war, in which the enemy can destroy much, but can not—as the Quadruple Alliance is firmly confident—alter fate, is evermore seen to be an aimless destruction of human lives and property, an act of inhumanity justified by no necessity and a crime against civilization."

The German Chancellor, announcing the peace-proposals in the Reichstag, told how the enemy's offensive movements had been answered by the firm stand on the Somme and the Carso, and by the conquest of Roumania, with its wealth of supplies. He spoke of the successful submarine campaign against Britain and the efficacy of the new national auxiliary war-service law. But "our strength has not made our ears deaf to our responsibility before God, before our own nation, and before humanity." Wherefore—

"To-day we raise the question of peace, which is a question of humanity. We await the answer of our enemies with that sereneness of mind which is guaranteed to us by our exterior and interior strength, and by our clear conscience. If our enemies decline to end the war, if they wish to take upon themselves the world's heavy burden of all these terrors which hereafter will follow, then even in the least and smallest homes every German heart will burn in sacred wrath against our enemies, who are unwilling to stop human slaughter in order that their plans of conquest and annihilation may continue."

The German Army and the German people heard the news of the peace-proposals with joy, according to the Berlin dispatches. Popular hope that the Entente will make a favorable reply is shared by a portion of the press. Says the *Frankfurter Zeitung:*

"If the Entente Governments are really pursuing the aim which they have often announced to the world, they must seize the opportunity to reconcile their aim with that of the Central Powers. Neither of the combatants has collapsed, and an adjustment between them can only take place by agreement.

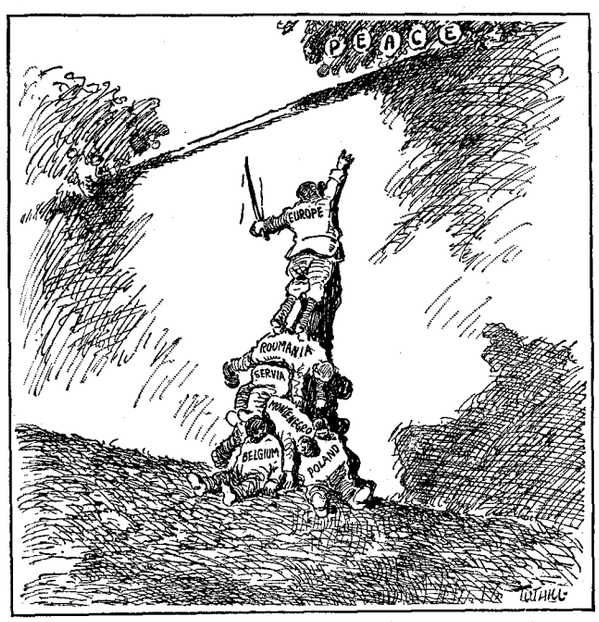
"We do not demand or command as victors, but make a proposal and expect an answer and counter-proposals. The precise object of our proposal is to bring the belligerents to a common council-table, where the misunderstandings can be cleared up."

On the other hand, the militaristic *Rheinisch-Westphälische Zeitung* declares:

"We believe with certainty that the enemy will refuse the offer and may even attribute it to weakness. Then we may also feel confident that the answer will get an echo from Germany such as the enemy never dreamed of. Then the last scruples in our war with England will vanish. Then we will have only one answer—war to the knife with every weapon we possess."

Such assertions as the last convince some suspicious observers in Allied and neutral centers that the German Government does not expect any serious consideration of its offer; that the offer itself is a mere trick. Some such idea was voiced by Premier Briand when he said in the French Chamber of Deputies:

"I have the duty to place my country on guard against possible poisoning. When a country arms itself to the teeth, when it seizes men everywhere in violation of the laws of nations and enforces labor upon them, I should be guilty if I did not cry out to my country, 'Look out! Take care!'



NEARER.

—Tuthill in the St. Louis *Star*.

"I have the right, in the first place, to say to our enemies for the hundredth time, 'The blood is on your hands, not upon ours.' Not that I doubt the clear-sightedness of my country, but, in the face of these attempts to spread dissension among the Allies,

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I exclaim, 'The French Republic will not do less than the Convention.'"

The newspapers of Paris, as quoted in the dispatches, have been quick to repudiate any thought of peace at this time.

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LET US HAVE PEACE.

—Cassel in the New York *Evening World.*

When Gustave Hervé read the text of the German proposals, he said in *La Victoire:*

"My glorious dead rose up before me with an air of reproach, as if believing me capable of letting my thoughts for a moment dwell on this German peace. If you feel your courage failing, evoke your dead. Ask them if they made the supreme sacrifice in the heyday of life so that we should submit to the dishonor of such a peace."

In a New York *Evening Sun* interview, Stephane Lauzanne, of *Le Matin*, explained the French position as follows:

"It is apparent that Germany does not yet feel that she is beaten. The position she assumes to-day is, 'We are the victors; here is what we offer to you, the conquered.' That will never do. We can not stop until Germany says, 'We are beaten; what are your terms?' We do not want to destroy Germany, but she must be made to feel that she is not the strongest nation, but the weakest."

In Great Britain, the creation of the Lloyd-George war-cabinet is pointed to as indicating that the German peace-proposals will receive slight consideration. Owing to the Premier's illness, there was no immediate statement of the nation's position. Mr. Bonar Law, however, told the House of Commons that the new Government stands by ex-Premier Asquith's declaration that the Allies "require that there should be adequate reparation for the past and adequate security for the future." Yet there is also to be remembered Lord Derby's statement, printed in the New York *Times*, that "any peace-proposal that came from Germany would be met by the Allies with all the consideration it deserved." Public sentiment in England may be indicated by quotations from two representative dailies. Says Lord Northcliffe's London *Daily Mail:*

"Bethmann-Hollweg is no more entitled to the courtesy of a reply than if he were an armed burglar in a private house. His offer would never have been made if he were in his heart half as confident of victory as he profest to be.

"The Allies know that no peace with a nation of tigers, and murderers, and statesmen who regard all treaties as scraps of paper would be worth the paper and ink. So long as Germany has not been completely and decisively beaten, no peace with her can be more than a truce which she would violate the first moment it served her purpose."

But Liberal opinion, at least as it is represented by the Manchester *Guardian*, would welcome an interchange of views regarding peace-terms. It says of the German offer:

"It is unquestionably, on Germany's part, a genuine bid for peace, and ought to be so treated by our own Government and rational opinion here. It is not necessary to offer even a formal armistice nor to admit of the intervention of any third party, but the interchange of views should be immediate and direct.

"After what has happened, an interchange there must be. To refuse it would not merely be to put ourselves hopelessly in the wrong in the eyes of all neutrals—and, we must add, in the eyes of moderate and reasonable people here—but to forego a very real advantage, for it would be no small advantage to know definitely, and not in mere general terms, what are the objects which Germany now seeks to extract from the war, while the German people would know with equal certainty what are the objects which the Entente Powers propose to extract from it. . . . . .

"The Government will have to carry the nation with them, and they will not carry it, but only the more irresponsible part of it, by merely slamming the partly opened door."

In Italy, the only comment made by Foreign Minister Sonnino after reading the German note was: "There it is; there is nothing in it." Russia's attitude was indicated by the issuing of a semiofficial statement in Petrograd, which said:

"We are sure this new enterprise of the disturbers of peace will lead no one astray; that it is condemned to failure like the previous efforts."

While many of the newspaper writers in this country confine themselves to conjecture about the meaning and the consequences of the German peace-offer, we find German-American papers hailing it as a sign of German victory, pacifistic dailies urging our Government to lend its support to the move for peace, and extreme pro-Entente journals echoing the phrases of London and Paris. Yet the hint conveyed in Washington press correspondence that the Allies may not refuse to state their terms of peace, or at least to call for Germany's statement of hers, is welcomed even by stanch editorial friends of France and England. Here, says *The Wall Street Journal*, is at least an opportunity for the Allies "to state in the clearest terms what they consider will secure peace for the world for an indefinite time to come."

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GIVE US THIS DAY OUR DAILY

BREAD AMMUNITION

—Cesare in the New York *Evening Post.*

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THE ALLIES TAKING A NEW GRIP

THE VERY DAY after Germany suggested peace-negotiations Britain voted to add another million men to her Army and to provide an additional war-credit of $2,000,000,000—which seems to indicate, remarks the New York *World*, that John Bull "has some peace-ideas of his own." Further evidence that peace achieved through victory is the only peace at present occupying the thoughts of the Entente Allies is supplied by the recent governmental reorganizations in Britain, France, and Russia, with the placing of the British fleet under the command of so aggressive a fighter as Admiral Beatty and of the French Army under the leadership of General Nivelle, the hero of Verdun. In Berlin itself we find an analogy drawn between the overthrow of the Asquith cabinet and the dismissal of Premier Stürmer, of Russia, the *Täglische Rundschau* remarking that in both cases "war to the knife" was proclaimed. Of the governmental crisis in Russia we read in a Petrograd dispatch which must have been approved by the censor: "It is impossible to go closely into details, but the present upheaval may be understood in outline as a tremendously patriotic protest against the efforts of the German party and all other influences which have attempted to interfere with the successful prosecution of the war." In England the new Premier's first message to Parliament was a reminder that "the one predominant task before the Government is the vigorous prosecution of the war to a triumphant conclusion.' And in France, Premier Briand, addressing the Chamber of Deputies after the drastic reorganization of his cabinet, assured them that "to-day more than ever we must have the conviction that victory is certain." Both England and France have taken the radical step of vesting responsibility for the conduct of the war in the hands of small War-Councils, composed in each case of five members. The single motive behind this amazing centralization of power in two essentially democratic nations, notes the Boston *Transcript*, is the determination to shorten the road to victory for the Allies. The formation of the Lloyd-George cabinet, remarks the Baltimore *Sun*, "is equivalent to a fresh declaration of war." "The will to win has been growing steadily in France and Britain," says the New York *Evening Sun*, "and the sharp disappointment in Roumania has brought it hot to the surface."

JOFFRE'S SUCCESSOR.

The most startling feature of France's recent "reorganization for victory" was the appointment of Gen. Robert Georges Nivelle, the hero of Verdun, and one of the youngest of the French generals, as commander-in-chief of the armies of the north and northeast.

While observers friendly to the Entente see only favorable omens in these political upheavals, nobody denies that they were born of intense popular dissatisfaction with the way the war was progressing. Food shortage and high prices in Britain, France, and Russia, the increasing effectiveness of Germany's *U*-boat campaign, and the apparent failure of Entente diplomacy in Greece, each added a pang to the disappointment caused by Roumania's collapse. The food-problem has become serious in England and France, writes James Keeley, editor of the Chicago *Herald*, who has just returned from Europe. In an illuminating account of conditions as he found them he says:

"The stomachs of their citizens are the chief concern of the English and French Governments at the present moment, and as the winter goes on the question of food will become more and more vital. This problem of feeding the civilian population in these two countries is becoming acute because of the undoubted and unexpected success of the submarine campaign. . . . .

"Unless one has followed closely the record of Germany's undersea warfare or has had access to records, its increasing and imminent menace is not appreciated, and here again I tell only that which has been published in fragmentary form in English newspapers. Seven months ago submarines were sinking one British or neutral ship a day; five months ago the average was between two and three a day; two months ago it jumped to five a day; one month ago to seven a day; two weeks ago the average was a fraction over ten a day, and the daily toll has increased rather than diminished since then.

"In other words, over seventy vessels, many of them loaded with food, are being sent to the bottom each week, and in each seven days England is only launching two ships. . . . . .

"The recent criticism of the English Navy, the retirement of Admiral Fisher to the chieftainship of Greenwich Hospital, and the placing of Beatty in sea-command of the Navy were caused by dissatisfaction with the handling of the submarine menace. For months the arming of all merchant vessels not only with an aft gun, but with guns in the bow and even on the beam, has been demanded. One of Sir Edward Carson's first acts as ruler of the King's Navy will be to do this thing. Figures show that nine or more unarmed ships are sunk to one that carries an effective gun and crew.

"The Government has taken control of various food-stocks and necessities of life. Recently it ordered the millers of England not to separate the bran from the wheat, thus increasing the volume of flour over eight per cent.

"It is at this moment taking a census of all the potatoes and other edibles in the Kingdom. Some publicists are demanding that the Government fix a minimum price for next year's wheat to induce the farmers to plant larger areas without having to gamble on what they will get for their crop. Parks, commons, and public grounds will be plowed up this winter and put to work raising food. . . . . .

"Lloyd-George, through the new food-dictator, Lord Devonport, is going to grapple with the food-problem and grapple with it radically. . . . . .

"The conditions in Paris are not dissimilar to those in London. Potatoes are a rarity. If the housewife who wants them does not get to market before 7:30 each morning there are no potatoes for her. In the poor sections of Paris lines of people can be observed at night waiting to purchase small amounts of sugar or coal.

"The fuel situation in Paris has been most serious. Nearly all the French mines are in the hands of Germany. Four weeks ago, for several nights, one section of the city was in darkness because neither the gas nor the electric-light companies had an ounce of coal."

Twelve months ago David Lloyd-George warned Parliament that "unless we quicken our movements, damnation will befall the great cause for which so much blood has been shed." To-day England, investing him with greater power than was ever before conferred on a British Premier, looks to him for that quickening. Lord Northcliffe, whose newspapers were largely responsible for the overthrow of the Asquith ministry, predicts confidently

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that Lloyd-George's Government "will win the war, settle the Irish question, and maintain good-will between the people of the English-speaking nations of the British Empire and the people of the United States." Besides being Prime Minister, Lloyd-George will be the head of the newly created War-Council, which will hold daily sessions to direct the prosecution of the war. In addition to the Premier, the members of the War-Council are: Earl Curzon, Lord President of the Council and Government leader in the House of Lords; Andrew Bonar Law, Chancellor of the Exchequer and Government leader in the House of Commons; Arthur Henderson, Minister without portfolio, and Lord Milner, Minister without portfolio. The vital work of the new Government, according to a London dispatch to the New York *Sun*, will be virtually in the hands of three men, Lloyd-George, Lord Milner, and Mr. Henderson, "since the freedom of these three from departmental duties will allow them to devote all their time to the War-Council." Lord Milner, the Boston *Transcript* reminds us, is an advocate of unrelenting organization for the achievement of victory. Not long ago he compared the Army to a spear-head which, "to be driven home, needs the whole weight of the spear behind it"—that is to say, the undivided and unhesitating weight of the entire nation. The Premier's new cabinet, in which Liberals and Unionists are almost evenly represented, contains three new posts, namely, Food-Controller, Shipping-Controller, and Minister of Labor. The new Government's war-program, according to one of Lord Northcliffe's papers, *The Weekly Dispatch*, is as follows:

"*First*—The arming of merchantmen to fight the submarine peril.

"*Secondly*—The preparation for the spring offensive.

TOO LATE!

—Harding in the Brooklyn *Eagle*.

"*Thirdly*—The mobilization of the civil population between the ages of sixteen and sixty.

"*Fourthly*—The making effective of the blockade.

"*Fifthly*—The rationing of the population by the issue of food-tickets.

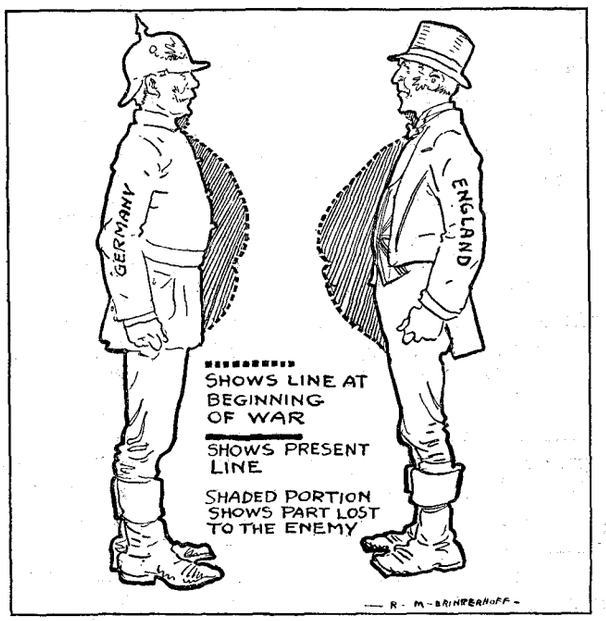
"*Sixthly*—The increasing of the home food-production.

"*Seventhly*—The banning of work immaterial to the war.

"*Eighthly*—Enforcing the prohibition of luxuries.

"*Ninthly*—The institution of meatless days."

France, while putting in a new War-Minister, creating a War-Council of five like that of England, and, committing her armies to a new field-commander, did not change her Premier, altho


GERMANY
ENGLAND
SHOWS LINE AT BEGINNING OF WAR
SHOWS PRESENT LINE
SHADED PORTION SHOWS PART LOST TO THE ENEMY
— R. M. BRINKERHOFF —

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MAP CHANGE ON TWO FRONTS.

—Brinkerhoff in the New York *Evening Mail*.

some correspondents hint that Mr. Briand may not find it easy to hold his ministry together. Of her War-Council a Paris correspondent writes:

"The 'small, compact body' which will manage France's part in the war is composed of men whom the French public regard as ideally constituted for the work. There are five members — six, including Joffre as Councilor — as follows: Premier Briand, who retains his portfolio as Foreign Minister; Alexander Ribot, Minister of Finance; Gen. Hubert Lyautey, Minister of War; Rear-Admiral Lacaze, Minister of Marine; Albert Thomas, Minister of National Manufactures, including munitions and transport."

One of Premier Briand's first acts after the formation of his new cabinet was to ask the Chamber of Deputies to confer upon the Government "the power to solve by decrees all questions of interest in regard to the national defense which the laws are too slow to regulate." A change that caused much surprize in this country was the appointment of General Nivelle to succeed General Joffre in command of the field-armies in France, General Joffre retaining his title of Commander-in-Chief and adding to it that of "technical counsel of the Government regarding the direction of the war." Of the superseding of Joffre, a Paris correspondent of the New York *Tribune* writes:

"France considers that he has done more for his country than even Joan of Arc, but that he has given of his best, and that he must make way for new men, for fresh ideas, and for greater energy. Nothing proves the determination of the French more than their decision thus to shelve their idol of the war."

Tho the situation in Russia is more obscure, correspondents report that the same process of organizing for sterner and more efficient warfare is in evidence there. When Mr. Trepoff succeeded Mr. Stürmer as Russian Premier, he told the Duma that "whatever difficulties and whatever temporary checks are encountered, Russia and her valiant allies will mobilize to the last man and will sacrifice all their patrimony." And we read that the nobles and the Imperial Council have lined themselves up on the side of the Duma in its demand for an uncompromising prosecution of the war.

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SANTO DOMINGO ON OUR HANDS

THINGS HAVE GONE from bad to worse since our intervention in Santo Domingo, observes the New York *Evening Post*, in noting the proclamation of military government in that island by Capt. H. S. Knapp, at 4 P.M. on November 29. And this journal expresses the hope that Congress will "hold the Executive to a strict accountability," and that a Congressional committee will be appointed to look into both the Haitian and Dominican situations, so that "all the facts may be laid not only before Congress, but before the people." While some journals reluctantly admit the necessity for the Administration's act and some have no hesitancy in approving it, *The Evening Post* and other dailies claim that we are doing in Santo Domingo what the President said we would not do in Mexico—"intervening by force."

Our interference is traced back by the New York *Sun* to the agreement of 1905 between the United States Government and the Dominican Republic when this country undertook to adjust "controversies arising from the foreign debts of the smaller State." Our financial administration deprived the European bondholders of any excuse for action by their Governments that might infringe the Monroe Doctrine, and also stabilized the island Government by preventing so-called "revolutions" that were really armed raids on the treasury. Moreover, says *The Sun:*

"Inquiry showed that certain claims against the Santo Dominican treasury, amounting to $20,000,000, were unjustified, and it was proved that under honest administration the revenues, practically all of which come from the customs, were sufficient to meet the interest on and provide for the amortization of all legitimate claims. In 1908 a new Constitution was adopted, under which Caceres was elected President. He was assassinated three years later, and since then the country has been almost continuously in a state of unrest, which has produced frequent uprisings, in a number of cases reaching the dignity of revolution."

In this connection the Chicago *Journal* notes that in one of the inland Dominican towns a clash between the natives and our marines took place on Thanksgiving day, in which eleven Americans were wounded and an equal number of Dominicans killed. The Navy Department's announcement of the proclamation is recorded in the press as follows:

"Capt. H. S. Knapp, in command of the United States forces in Santo Domingo, reports that in compliance with instructions received, military government was proclaimed by him in Santo Domingo, 4 P.M. November 29.

"An order regarding carrying arms or having them in possession has been put in effect. Payment of salaries of Government officials will be resumed immediately.

"The proclamation was well received. Conditions are reported as being normal, and the great majority of the people regard the proclamation with favor."

A Washington dispatch to the Springfield *Republican* informs us that 1,800 American marines will maintain order for the present, and until elections are held in January their officers will supervise the conduct of the Government by native officials, and disburse the customs revenues which American receivers have been collecting by treaty arrangement for nine years. Further—

"The necessity for a drastic step has been considered since the overthrow several months ago of President Jiminez by General Arias, a strongly anti-American revolutionist. With Arias in control, the Dominican Assembly elected Frederico Enriquez President, but the United States refused to recognize the new Government and withheld the balance of customs revenues left after the regular payments of interest on the foreign debt. Consequently the native officials and employees will draw their first pay since the downfall of Jiminez when the American officers begin to disburse some $600,000 of accumulated export duties."

The failure of the native officials and employees to receive pay, of course, caused no little distress and dissatisfaction, as is evidenced in a private letter from Santo Domingo, written to a reader of THE LITERARY DIGEST. It is translated from the Spanish, bears the date of October 27, 1916—a month before the proclamation—and reads in part as follows:

"For three months the Americans have not paid the teachers nor the Government employees, in accordance with the budget of the country. You can form an idea of a country where not more than about two million pesos circulate and they keep back a million and a half. How can we keep on living? There is no business, trade falls off, and our lives are menaced by hunger. Can not you Americans, who have a good conscience, say something in the press of your country? Bring it to the attention of President Wilson that this is a noble people and not a country of savages, as they believe over there. I am suffering horribly for the fate of my country when I see the misery that makes such ravages among the poorer classes."

THE WEAKNESS OF OUR SECOND LINE

THE COLLAPSE OF OUR SECOND LINE of defense in the failure of our Army plan is painfully disclosed in the report of Major-General Hugh Scott, Chief of Staff of the Army, various observers note as they contrast it with the annual report of Secretary of War Newton D. Baker. The New York *Times* calls the latter document "a bare narrative of superficial facts," yet recalls that Mr. Baker did not take office until March 9 of this year, and has had scarcely time to master all the details of the business of his department, especially as the duties of his time of service have been unusually trying. His account of the Mexican troubles adds nothing to the public knowledge, according to this journal, which adds that the Secretary writes of the militia situation "as if no controversy on the Hay Federalization plan had been precipitated." But here the Chief of Staff "does not mince words," and *The Times* summarizes his belief that the "volunteer system has again failed, that recruiting for both the National Army and the National Guard has produced negligible results, and that universal training is essential to the defense of the nation." On the other hand, the St. Louis *Globe Democrat* says that while General Scott makes a positive declaration of the failure of our Army plan, any "unbiased" reader would have the same impression about it after reading the report of Secretary Baker. The call to Texas was the acid test of the Federalized National Guard, we hear from sundry quarters, and quoted in unsparing proof of its inability to meet that test are figures from the report of General Scott, which the New York *Tribune* sets down as follows:

"Of 16,600 Guardsmen enrolled in eleven States at the time the militia was summoned for border service, more than 10 per cent. failed to respond.

"Twenty-nine per cent. of the rest could not pass the required tests.

"Forty-three per cent. were raw recruits.

"Brought up to war-strength, the force would have been 75 per cent. green for many months.

"Of 151,096 officers and men mustered into the service under the call, only 110,957 were on the border a month and a half after the call was issued.

"The mobilized force was 97,000 below war-strength and more than 4,000 below minimum peace-strength."

General Scott states that the training-period of seventy-five days in three years, provided by the National Defense Act, is wholly inadequate, and adds: "In my judgment it precludes this force from being made fit for war-service until it has received at least six months' additional training in time of war." Then his report repeats the opinion that it takes a year of intensive training to make a soldier, and unless the Federalized Guard, which Congress substituted for the citizen volunteer army advocated by the General Staff, can be given greater training, General Scott believes the country faces a serious situation. The Springfield *Republican* points out that, on the subject of recruiting in the regular Army, the report shows that the service was 29,130 short of its authorized strength on August 31 last. Between March 15, when Congress authorized the Army at war-

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strength by the addition of 20,000 men, and August 31, only 8,463 additional men were enrolled. Despite strenuous recruiting campaigns for both regulars and Guardsmen, results have been negligible, and General Scott says:

"In my judgment the country will never be prepared for defense until we do as other great nations do that have large interests to guard, like Germany, Japan, and France, where everybody is ready and does perform military service in time of peace as he would pay every other tax, and is willing to make sacrifices for the protection he gets and the country gets in return. There is no reason why one woman's son should go out and defend or be trained to defend another woman and her son who refuses to take training or give service. The only democratic method is for every man in his youth to become trained in order that he may render efficient service if called upon in war."

U. S.—"You're a failure! I expect I have to draft this young fellow."
—Barclay in the Baltimore *Sun*.

The immediate effect of the publication of General Scott's report is to kindle anew warm editorial discussion between pacifist and preparedness editors. Congress ought to face the truth, says the New York *Tribune*, and the truth is that the Hay Law has "failed miserably," and any other law which attempts to construct a real military system will likewise fail, unless we profit by the lesson which the breakdown of the mobilization of 1916 has taught, unless we accept the principle of universal training and obligatory service. There was a period in our history when the volunteer system may have been adequate, remarks the Pittsburg *Chronicle Telegraph*, but that period is past. Volunteers saved the Union, this journal goes on to say, but they were fighting other volunteers. "War is a fact and not a theory of this most imperfect world," we are told further, and "we must be prepared against it, and the only logical way seems to be to have every citizen do his share." In this connection we are not infrequently reminded that after the war in Europe is over, our great danger lies in the possibility of foreign interference with the Monroe Doctrine. Thus, Mr. James Keeley, editor of the Chicago *Herald*, recently returned from England and France, tells of an interview with a member of the British Cabinet on the effect German activity in Central and South America would have on the Monroe Doctrine. Mr. Keeley spoke of England's interest in the maintenance of the doctrine only to draw from the Englishman this retort:

"Why should England spend the life of one 'Tommy' to protect your Monroe Doctrine?"

Mr. Keeley replied: "Well, Canada happens to be part of the American Continent."

"Has it ever occurred to you," inquired the member of the Cabinet, "that when this war is over Canada will have an army of half a million of the finest soldiers the world ever has seen, seasoned fighters, thoroughly armed and equipped? Canada from now on can take care of itself."

The New York *World* arraigns General Scott for saying, "I will not attempt in this report to evolve a system to carry out so important a work" as universal military training, for it thinks that this is just what General Scott ought to have done, because before there can be intelligent discussion there must be a definite plan of military training before the country, and we are told further that:

"Universal service based upon German military theories would be overwhelmingly rejected. Universal service adapted to American theories of government and American habits of life might meet with general approbation. Everything depends upon the nature of the plan, and when General Scott declines to evolve a plan he leaves the question where it was before.

"Unless the General Staff has something definite to offer in the way of solving the problem, its arguments are of no more practical value than are those of the National Security League."

In the view of the New York *Evening Post*, General Scott's demand for universal service "lacks the element of surprize—as it does the element of humor," and this journal adds that:

"Only a very solemn militarist indeed could gravely sit in his swivel-chair, admit at great length that he and his associates had made a mess of the regular Army which is their care, and then say that as they can not lure 200,000 men into their service, everybody must be compelled to enjoy its benefits and blessings. If the regular Army did a tithe of the things it claims to for the men who enter it, you could not keep men out of it. Yet in one breath General Scott says that a year of service will return our citizens to industrial life 'improved mentally, morally, and physically'; in another he laments that so few Americans will voluntarily submit themselves to these uplifting conditions that they must be uplifted by force."

A Washington correspondent of the New York *Evening Mail* informs us that the House committee on military affairs will virtually admit the failure of the defense law because—

"No provision will be made for increased appropriations for the regular Army to meet the increase in the number of men ordered by the Hay Act, because it has been demonstrated that the men are not obtainable.

"The appropriations for the National Guard will not provide the amount necessary for Federal aid under the Hay Act because the Guard has not been recruited to the standard required by the law, and many members of the Guard are refusing to accept its provisions and take the Hay oath.

"Secretary Baker will appear before the committee within a few days, and an attempt will be made at this time to get him to commit the Administration on the subject of universal training."

Recurring to Secretary Baker's report, we find a Washington correspondent of the New York *World* citing his proposal that—

"If the Federal Government were to establish in a number of places throughout the country schools preparatory to the Military Academy at West Point and the Naval Academy at Annapolis, in which the rudiments of a sound education, the elements of mechanical skill, the principles of business coordination, and the beginnings of military science were taught, these schools would develop the natural aptitudes of the students in such a way as to supply those fittest by temperament and talent to pursue in the Military Academy and the Naval Academy the study of military science; and incidentally these schools would furnish a great body of men returning to civil life fitted by training either to respond in an emergency to a call to the colors or to take their places as civil soldiers in the service of the Government in those industries and undertakings fundamental to the successful conduct of military operations."

The Brooklyn *Eagle* thinks such schools "would be worth their cost many times over," but the New York *Sun* says that this "inspiration" must have come from an "efficiency expert"; yet beautiful as the proposal looks on paper this journal doubts if it would be "workable," and believes it will "hardly be seriously considered."

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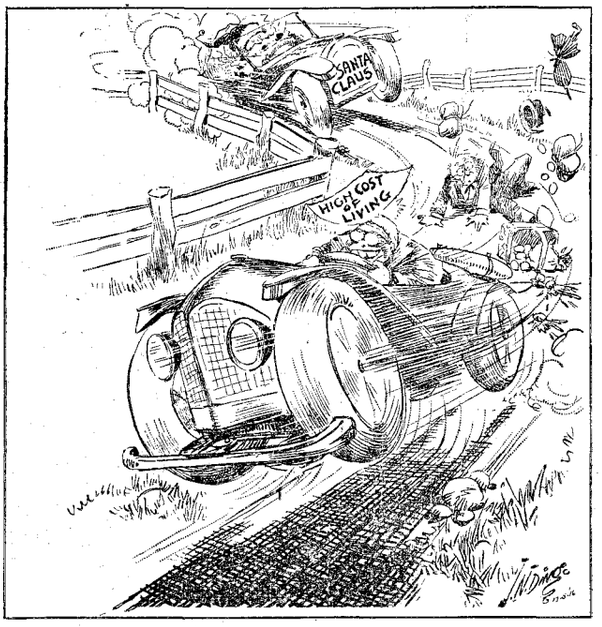
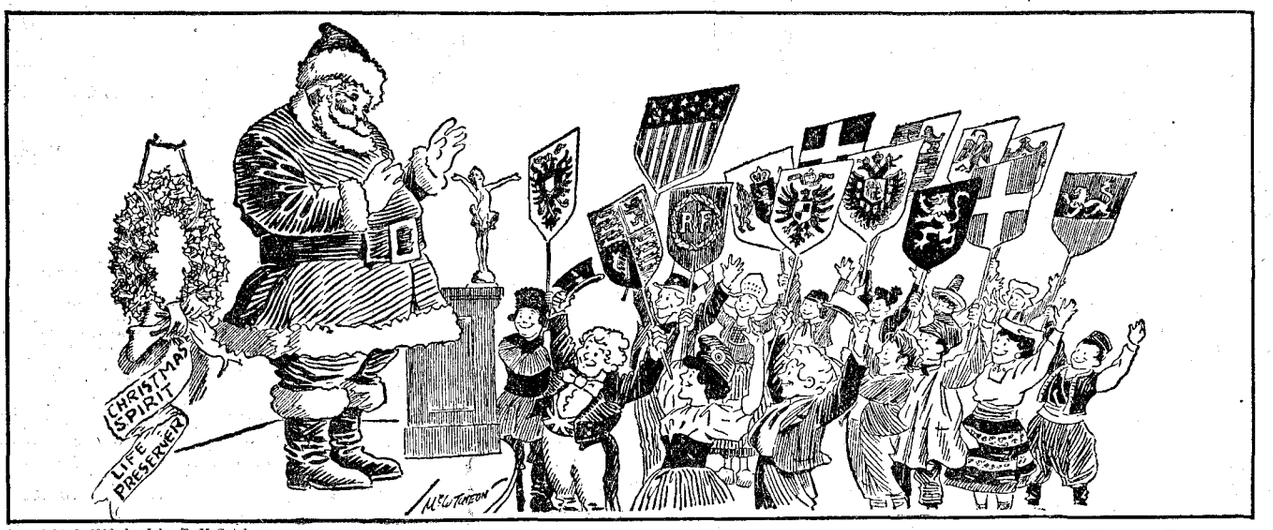


LOOK OUT, MISTER, HERE COMES ANOTHER.

—Darling in the Des Moines *Register*.

THERE AIN'T GONNA BE NO CHRISTMAS FOR HIM.

—De Mar in the Philadelphia *Record*.



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THE ONLY POPULAR NEUTRAL.

—McCutcheon in the Chicago *Tribune*.

CHRISTMAS, 1916.

TOPICS IN BRIEF

ROUMANIA appreciates just how much she was needed by the Allies.—*Wall Street Journal.*

THE fundamental trouble with draws is that they always lead to return matches.—*New York Sun.*

DIET squad gained in weight when it quit worrying about the cost of meals.—*Wall Street Journal.*

THE Greeks appear to enjoy all the rigors of war without any of its moral benefits.—*New York Sun.*

IN our rôle of peacemaker we might induce Mexico to sign a treaty with herself.—*Wall Street Journal.*

ROUMANIA probably could be arrested for what it thinks of the statesman who got it into the war.—*Kansas City Star.*

TEXAS is making sausage from jack-rabbit meat, and we expect to hear any time that food has taken another jump.—*Boston Transcript.*

THE Central Powers have subdued Roumania, Belgium, Servia, and Montenegro, but San Marino still holds out.—*New York Morning Telegraph.*

RUSSIA announces that the Allies have agreed to let her have the Straits and Constantinople—provided, of course, that she can get them.—*Kansas City Star.*

AT least it looks as if King Constantine had done all he could to invite a liberal Christmas remembrance from his brother-in-law in Berlin.—*Providence Journal.*

ALL the oil of Roumania will not compose Germany's troubled waters.—*Philadelphia Public Ledger.*

"I TAKE off my hat to Boston," said Billy Sunday. Yes, and he passed it around.—*Wall Street Journal.*

THE occupation of Saloniki appears to satisfy the Balkan ambitions of the Allies.—*Philadelphia Record.*

VON MACKENSEN will probably get the Roumanians out of the trenches by Christmas.—*Wall Street Journal.*

BUCHAREST populace showers flowers on the victorious Germans, but wait till the deportations start.—*Wall Street Journal.*

NOTWITHSTANDING the weapon Samson used among the Philistines, he didn't claim to be forcing his *kultur* upon them.—*Dallas News.*

VILLA is demonstrating that a man may make a great deal of headway in Mexico without any recognition to speak of.—*Washington Star.*

THERE can be no reasonable doubt that permanent peace is coming with all the rapidity and certainty of the millennium.—*Anaconda Standard.*

KING GEORGE approved the cabinet reorganization, thus raising the question, What would have been the result if he hadn't?—*Pittsburg Gazette-Times.*

OUR punitive expedition in Mexico was expected to stimulate enlistment. So it did, judging from reports that Villa now has 10,000 men.—*Philadelphia North American.*

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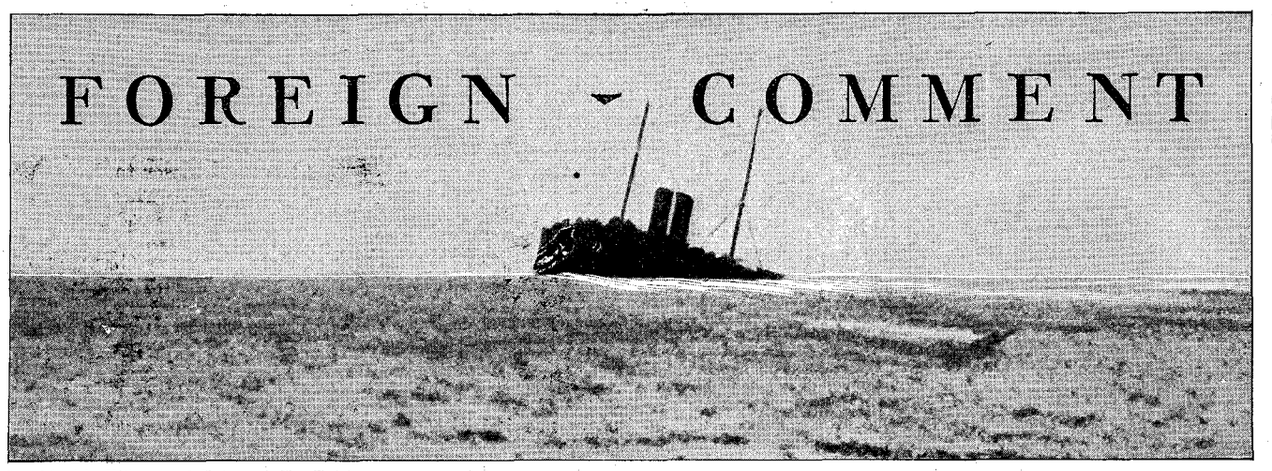
FOREIGN COMMENT



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THE *ARABIA* MAKING HER FATAL PLUNGE.

The liner *Arabia* was torpedoed by a German submarine while making a trip through the Mediterranean. There were about four hundred and thirty-seven passengers on board the vessel when she was hit. The women were the first to be moved to the boats, and perfect discipline was maintained. The *Arabia* was in the passenger service and, as it was sunk without warning, may cause a new controversy.

AMERICA AND THE "ARABIA" CASE

A SERIOUS SITUATION has arisen over the sinking of the British steamer *Arabia*, and Washington seems inclined to the belief that the pledges given by Berlin with regard to submarine warfare have been violated. It is agreed that the *Arabia* was sunk without warning, but the German contention is that she was a transport, while the British claim that she was an ordinary passenger-ship plying her usual course between Australia and England. The British case is succinctly stated by *The Illustrated London News* when it says:

"It was no fault of the German submarine which torpedoed the *Arabia* that the passengers on board did not suffer the same fate as those of the *Lusitania* and so many other helpless victims of Germany's murderous outrages at sea. By intention, the attack on the *Arabia* was one more case of wholesale massacre of civilians, women and children included. The official account of the event issued by the Admiralty was as follows: 'The homeward-bound P. and O. mail-steamer *Arabia* was torpedoed without warning and sunk in the Mediterranean about noon on November 6. The vessel had 437 passengers, including 169 women and children. All the passengers have been saved by various vessels which were diverted to the scene of the disaster. Two of the engineers are missing, believed killed by the explosion; all the rest of crew saved.' The *Arabia* was on a voyage from Sydney to the United Kingdom. The German Government tried to excuse the infamous crime by issuing an official statement that 'on November 6 a German submarine sank by torpedo a hostile transport-ship of about 12,000 tons, eighty sea-miles west of Malta.' The Admiralty's comment was: 'This is an obvious attempt to explain away the outrageous and inhuman act of torpedoing a mail-steamer without warning. The only ship sunk in the Mediterranean on November 6 was the P. and O. mail-steamer *Arabia*, of 7,933 tons, which was sunk without warning about three hundred miles east of Malta.'"

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WOMEN AND CHILDREN FIRST.

One of the life-boats full of survivors. This photograph with its crowd of women seems to have some bearing on the claim of the British Admiralty that the *Arabia* was a passenger-ship and not a transport.

As an American life was imperiled by the loss of the *Arabia*, and the sinking appeared to be a breach of the understanding between ourselves and Wilhelmstrasse, inquiries were made by our *chargé d'affaires* in Berlin and the resulting reply from Dr. Alfred Zimmermann, the new Foreign Minister, constitutes the German view of the case. Dr. Zimmermann writes:

"On the morning of November 6, a German submarine encountered a large steamer coming from the Cerigo Straits, one hundred nautical miles west of the Island of Cerigo; the steamer was painted black and had black superstructures, and not, as is otherwise the case with the P. and O. Line superstructures, a light color; the steamer, which was identical with the *Arabia*, was not traveling on the route regularly used by the passenger-steamers between Port Said and Malta, . . . the *Arabia* was moving on the transport-route Cerigo-Malta, used solely for war-purposes, according to the experiences until now. The commander of the submarine further ascertained that there were large batches of Chinese and other colored persons in their national costumes on board the steamer; he considered them to be workmen soldiers, such as are used in great numbers behind the front by the enemies of Germany; in spite of the clear weather and careful observation, he did not perceive any women and children.

"In these circumstances, the commander of the submarine was convinced that in the case of this steamer he was concerned with a transport-ship for troops in the service of the British Government, which is to be considered as an auxiliary war-ship, according to international law, and can therefore be treated

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like a war-ship. He accordingly considered himself justified in attacking the steamer without delay, and sank it."

The German Foreign Minister thinks it possible that "a regrettable mistake" may have been made, as he says:

"Should the American Government give the official data showing that the *Arabia* was at the time of the torpedoing an ordinary passenger-steamer, the action of the commander would not have been in accordance with the instructions given him, since these instructions are now, as before, in agreement with the assurances of the German note of May, 1916. This would then be a case of a regrettable mistake, from which the German Government would promptly draw the appropriate consequences."

THE ELIMINATION OF "VORWÄRTS"

THE MOST AUDACIOUS PAPER in Germany is no more. It survives, it is true, in name, but the lively, sprightly, and indiscreet *Vorwärts* is now as meek, colorless, and bourgeois as half a hundred of its Berlin neighbors. One indiscretion after another resulted in the constant suppression of this brilliant Socialist daily, always a source of worry both to the Government and to the Executive Committee of the Socialist party, who never knew what it was going to say next, and the opportunity given by a suppression of ten days was seized upon by both to eliminate a cause of constant annoyance. This suspension was caused by a reprint from the Duisburg Socialist organ, the *Niederrheinische Arbeiter Zeitung*, of a petition to the Saxon Government in which the petitioners alleged that German unity was being imperiled by the feebleness of the Imperial Government, which was declared to be "entirely under the influence of the Berlin plutocracy and leans upon the Jewish Radical press." In commenting on this petition in an article entitled "In the Witches' Kitchen of the Fronde," *Vorwärts* wrote:

AFTER THE LIEBKNECHT CASE.

THE RULERS—"Thank Heaven! The internal front is now safe."

—*Hvepsen* (Christiania).

"The intrigues of the men who belong to those branches of industry which earn most from the war are based upon the fear that a 'premature' conclusion of peace would put an end to their war-profits. Because their profits flourish, they rage at the 'feebleness' of the Government, and because their speculations have not yet been brought to completion they demand war till we are bled white, war to madness, without considering the consequences of the 'determined' war-policy which they demand. Considerations of domestic politics of course play their part. The great industrial magnates, like the great landowning magnates, are in terror of democracy. It is in order to meet this danger that they demand in domestic policy the 'strong hand,' the absence of which in foreign policy is so much lamented by the *fronde*. Thus ruthless profit-interests are combined with the deep-rooted hate for the masses in a political action, which seems at the present moment to have reached its climax."

After a silence of ten days *Vorwärts* reappeared with this explanation prominently displayed:

"*Vorwärts* had been suspended by the military command on account of an article entitled 'In the Witches' Kitchen of the Fronde' and directed against the Chancellor. The general commanding demanded that the editor should be changed, as a guaranty for the behavior of *Vorwärts* in the future. He also demanded that the newspaper should keep to its promises which it made on September 30, 1914, but which it had often broken. . . . The Executive Committee did not think it possible to keep *Vorwärts* suspended much longer, so one member of the party will join the staff, armed with full power to decide upon the contents of the articles to be published. This decision put an end to the suspension."

Just what this means can be gleaned from any German Socialist organ, but we find the case conveniently explained and summarized for us by the Manchester *Guardian*, which writes:

"It appears that the 'patriotic' executive of the party has made use of the intervention of the military authorities in order to effect a little *coup d'état*. The *Vorwärts*, it must be borne in mind, is the property, not of the party at large, but of the Berlin 'comrades,' and so far from drawing any subsidy from the party funds it has invariably, for many years, paid over its considerable net surpluses (amounting to several thousand dollars a year) to the party chest. Accordingly, the control over its policy has always belonged in the first instance to the Berlin Socialist organizations, acting through a special press committee. At the same time, however, the *Vorwärts* acts as a 'central' official organ to the party—that is, as the mouthpiece of the party executive, in which capacity it is subject to the additional control of the party executive.

"The arrangement of this dual control worked without a hitch until the war broke out, as the executive and the Berlin comrades were always of the same mind on the party policy. The war, however, created a cleavage between the two 'controllers,' inasmuch as Berlin has sided with the Haase section (minority) while the executive has adopted a pro-Government attitude. The *Vorwärts* agreed with Berlin, and has thus become a thorn in the flesh of the executive.

"Several means were tried by the executive to compel the paper to follow its injunctions, but without avail. The military authorities then came to its assistance. They suspended the *Vorwärts*, and only agreed to its reappearance on the condition that somebody placed in authority should guarantee the observance by it of the instructions of the censorship. This gave the executive the desired opportunity. Instead of appointing a censor in the strict sense of the word, it smuggled into the chief editor's chair a member from its midst to control the paper not merely from the censor's point of view but also from that of political policy in general.

"This was tantamount to an act of usurpation, and has naturally aroused the indignation of the disestablished Press Committee and of the Berlin Socialists as a whole. Now there is sound and fury not only among the Berlin Socialists but throughout the Opposition, and lively occurrences may be expected. The Berlin Socialists will certainly not acquiesce in this cool appropriation of their old organ (which is also a valuable property), and unless the executive surrenders there may be a split in the party, with—eventually—very unpleasant consequences for the executive. Of course the military authorities may extend to the latter the full protection of the laws divine and human, but that would only add fuel to the fire and react upon the domestic situation in Germany as a whole."

The minority party, however, are determined to make their voices heard, and, finding the atmosphere of Berlin uncongenial, they have moved their press committee to Saxony, where they have secured the support of the Leipzig *Volkszeitung*, the chief Socialist organ in southern Germany.

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THE LIBERALIZATION OF GERMANY

"IT WOULD BE USELESS AND DANGEROUS to deny that the trend of political thought in Germany to-day is toward liberalization." These are the words of one of the most important ministers of the Imperial Crown, the newly appointed Foreign Minister, Dr. Alfred Zimmermann. In an interview granted to one of the American correspondents in Berlin, Mr. H. B. Swope, this German statesman discusses the changes that he believes to be imminent in the political life of the Empire. Some of these changes he believes will be effected even before the close of the war, but after that he forecasts an entire reconstitution of the State upon a democratic model. Just what this will be officially he hesitates to say definitely, but his own views are given with the utmost clarity. He says:

"The important feature of the change will be the erection of direct responsibility of Government to the people through their representatives in the Reichstag. Under the present system there is actually no such responsibility. The Chancellor is at the head of the political Government. He owes his responsibility to the Kaiser, by whom he is created. The various secretaries are not actually Ministers of the Cabinet in the common understanding of that term. They are merely bureau chiefs of the Chancellor, who is not only nominally but actually their chief and to whom their responsibility is alone due."

That he does not regard his position as a "bureau chief" as undignified is shown by the manner in which he praises the present system, to which he attributes the extraordinary strides that the German nation has made since the formation of the Empire:

"The vast changes that Germany has undergone since the Franco-Prussian War have been due in no small measure to the form of government under which she has lived. It may be doubted if any other structure would have been successful in bringing her to the position of world-power which she now occupies. With her giant's growth has come a change in her political philosophy. By easy stages her people have fitted themselves for an active participation in the affairs of government greater than was allocated to them at the refoundation of the Empire, when, naturally, her former government was empirical. The old Kaiser and Bismarck adopted that type which in their opinion was best suited for the purpose Germany had. How well they builded is now a matter of history. The country has outgrown its political swaddling-clothes and is now ready to have its political responsibility divided among the many instead of the few."

The progress of democratic ideas throughout the world has rendered the old paternal—but efficient—government a less suitable vehicle for national development than the divided responsibility which America, France, and England have tested and found good. Dr. Zimmermann continues:

"There is a definite belief in Germany to-day—and a belief that may not be far from realization—that the Government should be answerable to the Reichstag, thus making it responsive to the popular vote. Perhaps the most effective way of bringing this change about would be to amend the Constitution of the confederated Empire, with the permission and approval of the Kaiser and the various ruling Kings and heads of the confederated States by whom the Constitution was granted.

"In creating the responsibility of the Chancellor to the people it would be likewise necessary to organize a Cabinet, the members of which should have powers similar in their nature to those held by the Cabinet officials of America, France, and England. The creation of such a form would obviate the present charge that Germany does not possess a popular Government, and would give opportunity for the effective participation of many minds which now are lacking a mode of expression.

"Up to this point I am in sympathy with the outline of the reforms that I have sketched, but my approval stops short of accepting a plan that would involve the downfall of the Government each time the Reichstag passed a vote of lack of confidence."

Dr. Zimmermann explains his refusal to advance beyond this point to the fact that in Germany the system of two great political parties has not yet arisen. Under present conditions, he argues, a responsible Government in Germany would suffer from the same defects as are found in France, where—in normal times—there is a political crisis every month or two. He considers that the liberalization of Germany can best be accomplished by combining the American and English systems, giving the ministers, what they have not with us, a seat in the legislative assembly, and securing a fixity of tenure for a definite period which the British Cabinet lacks. The reasoning by which he arrives at this conclusion runs:

ALFRED ZIMMERMANN,

The new German Foreign Minister, who foresees the dawn of a democratic Government in the Fatherland.

"It must be borne in mind that there are in Germany to-day something like twenty-five separate political organizations. This number is unwieldy and dangerous to successful execution of Governmental projects because of the facility with which opposition could be welded together on one pretext or another to overthrow the Ministry. Therefore, since Germany does not possess the two-party system, such as is to be found in the politics of England and America, and as the German political issues are largely internal rather than foreign, it is my idea that in the creation of the new form of Governmental responsibility there should be given to the Government a fixt tenure of office similar to that which America possesses, where the Cabinet is emplaced for four years.

"Perhaps the plan would work out in such a way as to give the members of the Reichstag a definite term of service and make the service of the Ministry coincident with that period. I would, however, depart from the practise now in vogue in America, and give the members of the Ministry seats in the Reichstag, as is the system in other countries to-day. Through this plan they would be in a position to explain and defend their official acts and, as executives of the people's will, have the opportunity of setting forth their plans and policies to the representatives of the people."

GERMANY IN CENTRAL ASIA—But for the fact that it is announced with all the authority of the British Secretary of State for India, the story of the Teutonic mission to Afghanistan would sound too wildly improbable to be true, even tho it was told in that most solemn of legislative assemblies, the British House of Commons. As reported by *The Westminster Gazette*, it runs:

"Mr. Austen Chamberlain gave a very interesting account of the German attempt to get at the Ameer of Afghanistan. The plan adopted was to send him a mission, the leading line in which was an Indian anarchist in Berlin—a young landowner from Oudh, who posed as a ruling chief, and as such was received in audience by the Kaiser. This person was sent to Afghanistan, accompanied by a party of German officers, some Turks, and another Indian anarchist (a Moslem). The principal German officer bore a letter from the German Chancellor to the ameer, begging him to advise the pretended rajah how best India might be rescued from British tyranny; there were also letters from the Chancellor to a number of ruling chiefs. It is pleasant to be able to add that the whole plot was a miserable fiasco. The ameer has remained loyal to his engagements with us, and has used his influence to prevent disturbances on the frontier."

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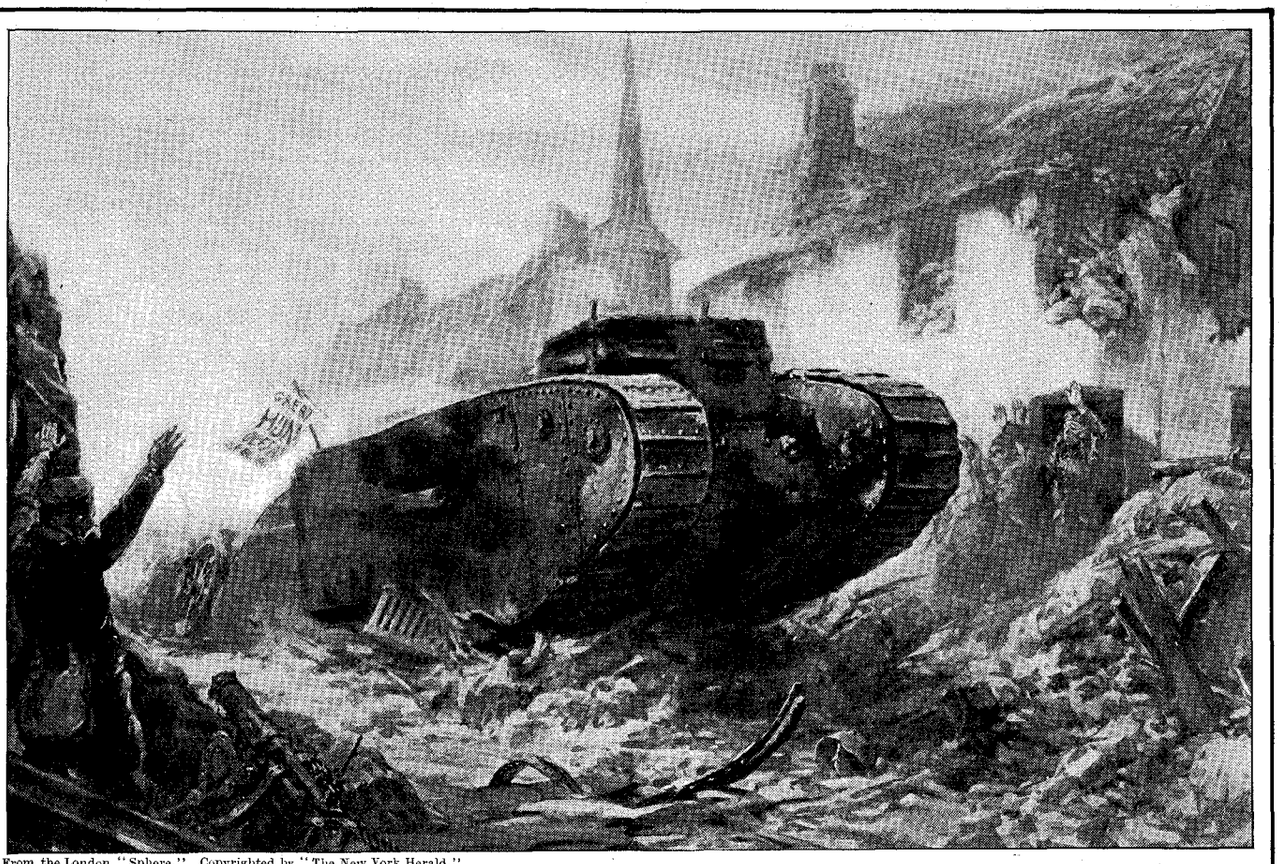

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A TANK CAREERING DOWN A VILLAGE STREET ON THE SOMME.

In a dispatch from the Somme front describing the first appearance of the tanks, Mr. Philip Gibbs says: "The first news of success came through from an airman's wireless, which said, 'A tank is walking up the high street, with the British Army cheering behind.'" This drawing is made from sketches supplied by an eye-witness of the incident, and gives an excellent idea of their size.

TALES OF THE TANKS

THE SECRET IS OUT, no longer will the Allies have the monopoly of the tanks—those truly terrible instruments of death—for it is reported that two of them have fallen into Teutonic hands in the Dobrudja. German efficiency and technical skill may be relied upon to copy and perhaps improve these very effective weapons. Up to the present the tanks have proved their value, and how great that value has been is seen from the pæans of praise lavished upon them in the Allied press. Here is an account from the London *Daily Telegraph* of the invulnerability of the tank in action:

"The tank is very thoroughly qualified to take care of itself. This one lurched and courtesied into action with the characteristic gait of the beast, that undulating belly-crawl which to me always suggests a vast wounded reptile, some 'lame dragon of the prime.' Upon the lip of a shell-hole it halted and remained, and the Germans, taking it for stuck and helpless, swarmed out to meet it with rifles and hand-grenades. A hand-grenade bursting against a tank makes a pretty firework, and upon all accounts it is a pity that those inside the apparatus can not see it. Probably they never know when it happens.

"Upon this occasion, at any rate, they merely hung where they were and fought his Majesty's ship *Landcrab*—or whatever her name was—for two lively hours, during which the tank showed to the Germans only its toad-complexioned carapace of inviolate steel and the spit of its guns. And then—when they were due—up came our infantry, and the fight was over."

Here is another vivid picture from the Paris *Matin*, where the correspondent, likening the inhabitants of the tank to so many Jonahs within a whale, tells us that the nautical association is enhanced by the fact that the crew often suffer from sea-sickness. He writes:

"The tanks behaved well, as is their habit. One remained for a time, stuck fast by I know not what. The *Boches* hurled themselves at it, and, yelling like maddened red Indians, danced a scalp-dance round the monster. Sublimely indifferent, the tank closed its port-holes, lowered the curtains, and shut the doors, and then waited philosophically for the end of the shower, not without letting loose from time to time some saucy broadsides from machine guns to kill time and incidentally a few *Boches*. Grenades glanced off its carapace like bubbles on the back of a whale, and if the *Boches* had been able to lend an ear they would have heard the whale and all its Jonahs roaring with Homeric laughter. Soon after a detachment dashed up to help the tank, which then blithely once more pointed its nose toward the enemy."

An example of the callousness engendered by war is found in the Paris *Journal*, where the correspondent seems to exult over the fearful slaughter of human beings that these landships cause. Describing the tank entering action, he says:

"Plunging forward like a huge elephant, he daringly dashed ahead of the waves of assault and took up a position at the entry to the ruined village. At first the Germans took to their heels. Then back they came, one by one. Machine guns, grenades, rifles, mortars tried to bore holes through his double carapace, but all in vain. Sitting well down on his haunches, the majestic tank lorded it like Father Neptune. He courteously allowed himself to be approached.

"Some sappers tried to place bombs under him to blow him up. The crew inside lay low. The Germans grew bolder. Soldiers armed with lifting jacks and mallets tried to upset him. But what could even two battalions do against this amiable armored mastodon? A colonel, mad with rage, fired eight shots with his revolver at close range. If he could have laughed the tank would have burst with glee. But his joking is of a more military sort. Believing the crew were annihilated and the monster disabled, at the end of a long quarter of an hour's silence, the Germans closely surrounded him. They were in large numbers.

"All of a sudden the port-holes opened, machine guns spat fire from both sides, and the terrible beast crusht, flattened, riddled, slew—a real giant in action grinding the dead under his feet."

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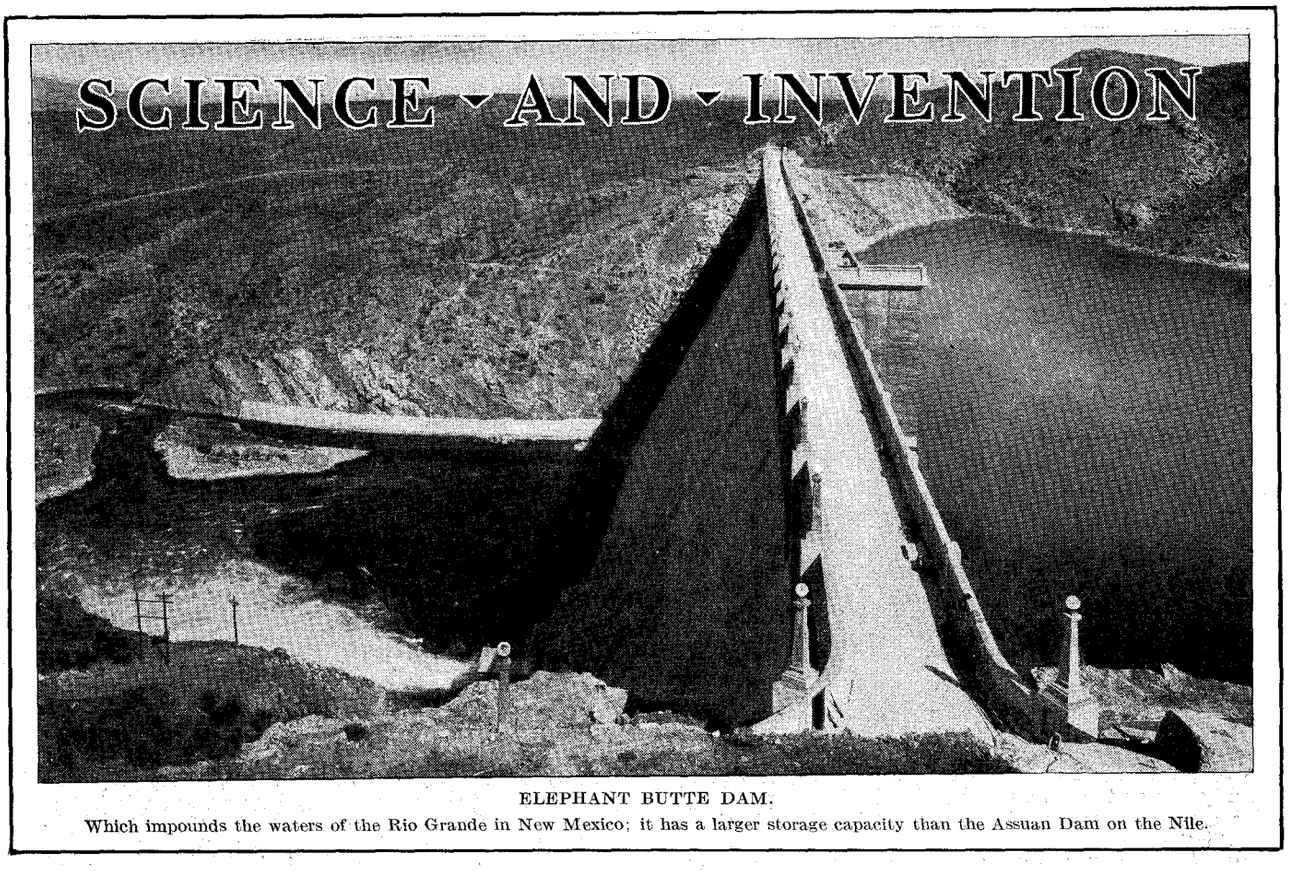

ELEPHANT BUTTE DAM.

Which impounds the waters of the Rio Grande in New Mexico; it has a larger storage capacity than the Assuan Dam on the Nile.

THE PROGRESS OF IRRIGATION

IRRIGATION WAS BEGUN as an expedient to make possible the growing of crops in rainless districts—in countries where without it there could be no crops at all. Are we to end by employing it universally—to supplement rain in the regions where we are accustomed to rely on the clouds as our source of water? Apparently this follows from the findings of a committee of the Chamber of Commerce of the United States, which has just reported that practically all agricultural products can be grown more successfully on irrigated lands than otherwise. More than that, the average production of almost every agricultural product on irrigated lands exceeds that of non-irrigated lands by 10 to 50 per cent. According to the committee, of which Archer W. Douglas, of St. Louis, is chairman, irrigation is the most intensive and highest form of modern scientific agriculture. Crops are practically assured, and it is even asserted there are fewer insect enemies because the surrounding desert offers no harbor of refuge nor breeding-place for such pests. To quote a press bulletin sent out by the Chamber under date of November 28, an idea of the growth of the area under irrigation is revealed by the committee in the following figures:

Number of Farms Irrigated in the Arid Regions		*Acreage Irrigated in the Arid Regions*	
1889	54,136	1889	3,631,381 acres
1899	107,489	1899	7,518,527 "
1909	158,713	1909	13,738,486 "

The total value of crops raised on irrigated land was $181,617,496 in 1909. At present the area under irrigation is estimated at fifteen million acres, with possibility of increase to fifty million. Says the bulletin:

"The committee is of the opinion that the most far-reaching, scientific, and comprehensive method of irrigation is that undertaken by the Federal Government under the authority of the Reclamation Act of 1902. The Salt River project near Phœnix, Arizona, may be taken as typical of these enterprises. The lands under irrigation have an annual rainfall of from three to ten inches, but the sources of the Salt and Verde Rivers are in the surrounding high altitudes where the precipitation ranges from ten to twenty inches.

"As a consequence of this great engineering accomplishment, the former desert valley of the Salt River has become a local agricultural center, producing all manner of fruit and garden-truck, as well as the great agricultural staples, and especially long-fiber Egyptian cotton, for the latter is being cultivated under climatic and soil conditions similar to those prevailing in the valley of the Nile. The stored waters in these dams are used to develop electric power, which is sold to the surrounding country for commercial and industrial purposes.

"In 1915 the total value of the agricultural products on the land irrigated by this project was $3,700,000. Recently there was completed an even larger dam at Elephant Butte, near Engle, New Mexico. It impounds the flood waters of the Rio Grande and has greater storage capacity than the great Assuan Dam on the Nile. The actual application of water to the land is usually done by means of main canals or ditches, which convey the principal source of supply to the growing crops through smaller lateral ditches. In some cases, the land is completely flooded; in others, the water is distributed by means of furrows."

The source of water-supply is, of course, a problem in any arid region, but it often happens that plenty of water is at hand if it can be made available. A tantalizing instance is seen in the case of a river whose channel is so deep as to require pumping. Where rivers are absent, springs and wells may give the precious liquid. We read:

"The principal source of irrigation water is from streams, according to the committee. In fact, it is said, they constitute about 94 per cent. of the total supply. So great is the variation in the flow of many streams that in some seasons they are merely unconnected and infrequent pools, or else beds of drifting sand. Moreover, it is not enough that there be water, but it must likewise be available. The volume the Columbia River rolls to the sea is in such deep channels, with much surrounding high land, that its waters can be used only by pumping.

"Another source of supply is what is known as ground-water, comprising springs and wells. Springs are generally distributed over the arid lands, but their available supply is small. Wells are divided into flowing wells and those that have to be pumped. In one or the other of these shapes they are largely used in Southern California, the Pecos Valley of New Mexico,

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in southern Texas, in the Texas Panhandle, the Llano Estacado or staked plains. In some sections they are largely driven by windmills. Irrigation by wells has of late assumed much importance in Kansas, because of an abundant supply, at easily reached depths, of ground-water or underflow throughout the Arkansas Valley. The outlook is for considerable increase of irrigation in time from this source. In 1909 the water-supply from the wells irrigated 450,000 of the total of over 13,000,000 acres."

Given sufficient water in the production of the usual staple products, there is practically no gambling with fate in the shape of weather, the National Chamber Committee declares. The farmer is no longer up against the forces of nature, for the fate of his venture lies almost entirely in his own hands. His real problem is to find an adequate market for his products, and to overcome the handicaps of costly and long transportation. He has done this with success by applying the principle of cooperation and by judicious and unceasing advertising, establishing in the very beginning a reputation for the quality of his products.

"It is small wonder, therefore, that the Fruit Growers' Associations of the Far West ship their products not only all over this country, but in many instances all over the world. Both State laws and cooperative requirements prescribe and regulate every intelligent detail of proper cultivation, of grading, of packing, and of marketing. This is why the apples of the irrigated lands of the West and Northwest sell in the Eastern cities, when in some sections the home-grown fruit of equal quality rots on the trees, because of lack of intelligent cooperation among the growers in all the details of production and distribution.

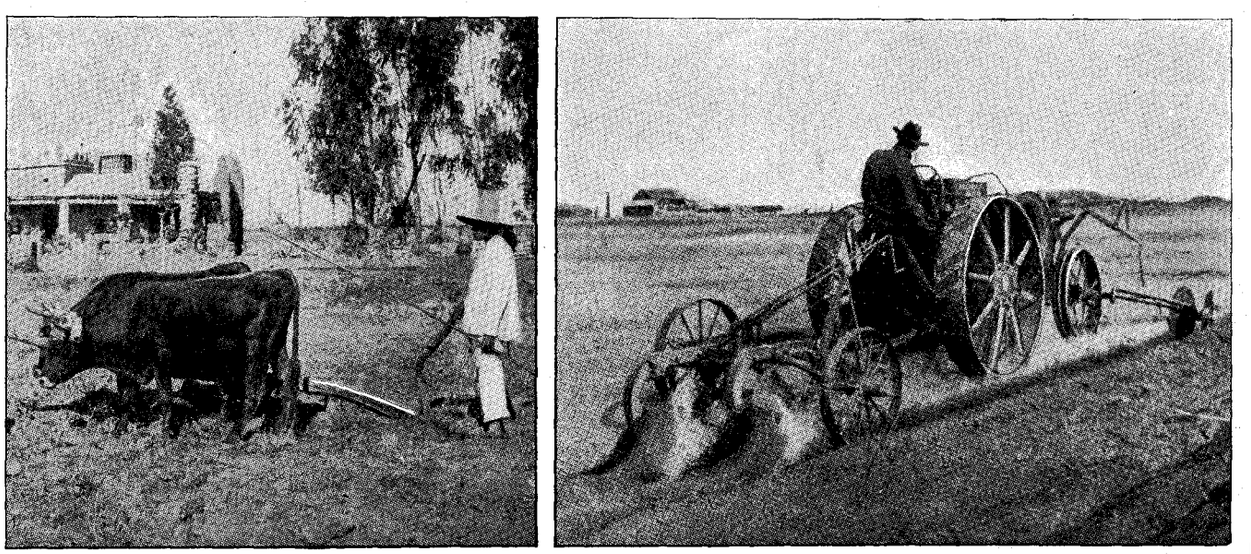
"Throughout all time the inhabitants of the desert have been men of force and originality both in thought and endeavor. Their civilizations have ever been marked alike by material and mental accomplishments. It was no mere coincidence that this was as true of the Arabs who overran Spain as of the Babylonians, who blazed the way of civilization, for their freedom of thought and initiative in action were bred in them by the vastness and solitude of their environment.

"So in our times we are building in our arid regions an empire of irrigation that embodies the spirit of progressive democracy. It is no mere accident that irrigated regions have set the pace in all manner of intelligent agricultural production and distribution. Nor is it by blind chance that in the main the States of irrigation are among the lowest in illiteracy and the source and mainstay to-day of most of the reforms in our social, economic, and political life. For irrigation is that wonderful thing, the creation of life from death, and making glad the waste places of the earth."

SAVING THE CHILDREN'S SIGHT

THE VALUABLE SUGGESTION of an epoch-making work for dentists—the prevention of decay in the teeth of school-children—was made in an article quoted recently in these columns. An equally important job in preventive medicine—the saving of the children's eyesight—is treated by Mr. Gordon L. Berry, of the National Committee for the Prevention of Blindness, in a paper read before the American School Hygiene Association and published in *The Medical Review of Reviews* (New York). We are told, Mr. Berry writes, that three-quarters of our 20,000,000 school-children are below par physically, that one-quarter—five million—have defects of vision, and we know that these conditions are responsible for both inefficiency and waywardness on the part of the pupils, who are, moreover, a continual drag upon the class and the teacher. These early defects in vision may also be the warning of serious impairment of vision in later years, possibly ending in total blindness. And yet we know that most of these conditions can be corrected if dealt with in time. He goes on:

"Laying aside for the moment the possibility of blindness ensuing, let us consider what it means to be on the border-line, so to speak, to have a certain percentage of vision, and yet not enough to earn the wages of the normal man in complete possession of all his faculties. Take near-sightedness, for instance: unless recognized and dealt with in time, it may progress to the period where the young man or young woman is just on the threshold of life, ready to step out with the ranks of our professional and industrial armies; yet, because some school superintendent has thought that a vision test made by the teachers required more of their time than could be spared from the arithmetic hour or the language class, or because some city council could not, in its own blindness, see the economic significance to the individual and the community in the expenditure of funds to provide adequate medical inspection, clinics, etc., or perhaps because the parents themselves, in spite of the warnings received where medical school inspection is in force, are callous to the need—because of these chief hindrances, John and Mary are unable to complete their work, debarred because of some defect of vision, which might be so easily corrected, or because of the result of some eye-disease which might have been prevented or cured. As Dr. Taliaferro Clark, of the United States Public Health Service, has said of the children infected with trachoma: 'They are sent out (of school) at an age when the mind is most receptive, when the soil is in process of cultivation for the future harvest of intellectual usefulness. To early manhood the door of professional usefulness is closed.



THE PLOWMEN OF THE BORDER.

Just across the border river from El Paso, the Mexican peon shown at the left is plowing with the primitive implement of his forefathers, while the farmer of New Mexico or Texas uses a tractor-drawn plow on land irrigated by the once waste waters of the Rio Grande.

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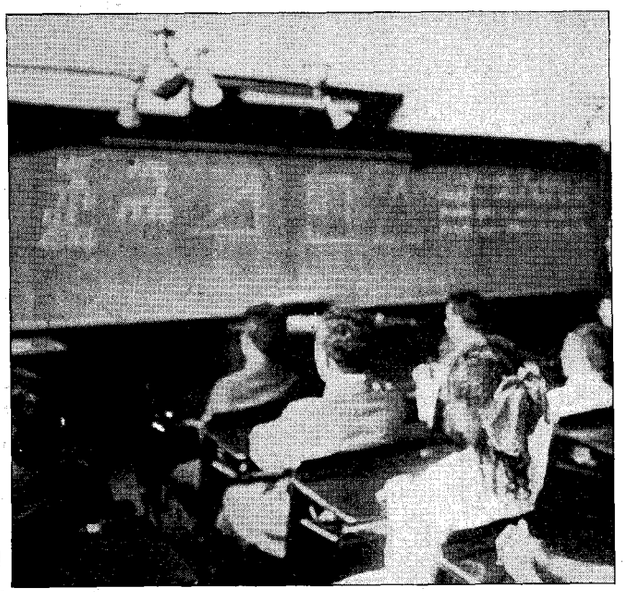
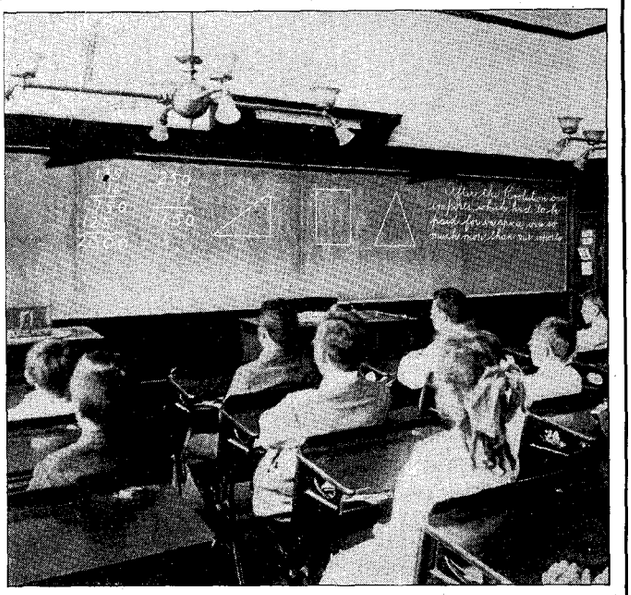


AS THE ASTIGMATIC OR NEAR-SIGHTED PUPIL SEES THE BLACKBOARD.



AS THE CHILD WITH NORMAL OR PROPERLY CORRECTED VISION SEES IT.

WHY SOME CHILDREN DO POOR WORK.

When defective vision results, as it too often does, they are prevented from laying up in the storehouse of the mind those mental pictures derived from the study of art, literature, and science, among which the imagination could run riot to the solace of the declining years.'"

It seems imperative to Mr. Berry that from early years children should have an understanding of the dangers of disease and of the way to avoid contagion. This information must be given in much the same way as is the geography or arithmetic lesson and be made both instructive and interesting. He refers with approval to the course in hygiene prepared for use in the public-school system of New York City under the direction of Dr. C. Ward Crampton, Director of Physical Training. To quote again:

"With reference to conservation of vision, Dr. Crampton includes from the early grades instructions for the teacher relative to seating, light, and discovery of symptoms of defects of vision through a daily morning inspection. Explanation is given of local symptoms to be noted, which can be diagnosed by the teacher as indicative of need for further examination by the school nurse or inspector; for instance, scowling, squinting, headaches, reading-matter held at an improper distance from the eye, inflammation, pus formation, inability to see the blackboard clearly, etc., etc. . . . . .

"The children are to be instructed from Class 1B upward in the care of the eyes: cleanliness and infection, bathing corners every morning, dangers of dirty towels, use of separate handkerchiefs, etc. As we go on to the higher grades we find more complete instruction advised than in the classes of the little folks. The necessity for consulting a physician, instead of buying advertised 'cures'; explanation of causes of disease, instruction in how to study, and the reasons for securing proper lighting conditions, all of these round out the course and are of material benefit to the child.

"In Grade 7A, for instance, comes the explanation of the function of eyelids, lashes, and tears, the reasons for wearing eye-glasses, etc. It is imprest upon the child how great is the necessity for keeping the eyes in good condition for economic reasons.

"The only suggestion which I wish to make in addition to the foregoing is the desirability of beginning early to explain to the child the functions of the eye, the dangers from lack of care, and the methods of prevention. Even in the lowest grades this can be taught, through the story method, or through pictures, and it is remarkable how much a tiny little chap of five or six will absorb and make his own permanently. Many of the lessons taught in earliest years are the ones that make the deepest impression upon the mind, to bear fruit in years following. The method of presentation is undoubtedly exceedingly important. It is gratifying to find a Health Board in the South—the State Board of Health of Louisiana—printing at frequent intervals during the year a special bulletin for the education of the child. Special pictures, cartoons, and little rimes make the four pages as interesting reading to the child as would be the perusal of 'Little Women' or 'Little Lord Fauntleroy.' This bulletin is sent free of charge to any child or family in the State. A Children's Health Code is frequently furnished to be posted on the inside cover of the text-books. . . . . .

"Competitive exercises, essays prepared by the children, are again a splendid means of education. In the safety organizations of our great industries of to-day the best results have been accomplished where the direct assistance of the workmen themselves has been sought in investigating conditions and making suggestions for betterment. It is human nature to take the keenest interest in the program in which we have an active part. Our school-children should have such opportunities provided.

"Lantern-slide lectures by local oculists and physicians, social workers, and visitors from other cities should be given whenever possible. Such cooperation can frequently be provided by the National Committee for the Prevention of Blindness or the State representative of the Committee on Conservation of Vision of the American Medical Association. . . . . .

"Finally, the education of the child in health matters may be materially assisted by the introduction of traveling school exhibits, sent out by the State or local boards of health. I have at the present time, in course of preparation, a series of school exhibits on trachoma and common eye-diseases, improper illuminating conditions, industrial accidents, and the prevention of infantile blindness, five panels to the set for each, which, after September 1, will be available for permanent use in any city at the cost of postage alone. During the past twelve months the numerous sets of exhibits prepared by the Committee have been in such constant use that we have decided to print several thousand half-tone reproductions which will eliminate the expense of photography, expressage, etc., and which we may send out upon request for permanent display in any school, factory, or community health center. . . . . .

"More than two thousand communities have this spring been observing Baby Week or Health Week. . . . Popular health talks, slides, and exhibits may be secured free or at small cost from any of the national and State health organizations. In the endeavor to reach the rural population the past two years have witnessed the inclusion of health exhibits as a part of the program of many county fair organizations. . . . County health officials can also arrange educational meetings in the country schools, and clinics can be provided even in remote districts.

"In the carrying forward of any or all of these suggestions, let me offer you the heartiest cooperation of the National

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Committee for the Prevention of Blindness in the hope that you will take generous advantage of that which we have to offer. A card addrest to us at 130 East 22d Street, New York City, will be the only introduction needed."

GROWING SKIN WHOLESALE

THAT NEW SKIN MAY BE GROWN over very large surfaces from which it has been burned away is demonstrated by a cure for burns used successfully in French army hospitals by Dr. Barthe de Sandfort. A similar cure is said to be in use in Germany. The treatment is the essence of simplicity, being merely an extension of that used by a boy when he sticks court-plaster over a burned finger. The air, with its troublesome germs, is thoroughly excluded until Nature has had time to grow a new coating, which she does thoroughly and quickly when she is not interfered with. Notwithstanding its extreme simplicity, the method has cost its inventor twenty-two years of experimentation. The temporary coating used is a special mixture of paraffin and resin; and there are yet few who can prepare it effectively. Mr. Arno Dosch-Fleurot thus describes the treatment in *The World's Work* (New York, December):

"The cure is simple and easy to understand. I had best describe it as I first saw it applied.

"A young soldier with his hands and forearms bundled was led in by an orderly and seated on a stool. A nurse removed the bandages and the burned skin. She washed off the pus with a small rubber hose, and dried the flesh with an electric hot-air drier. Then she brought an atomizer filled with a hot liquid. This she sprayed carefully over the hand and forearm, so that they were soon entirely covered with a soft, white, wax-like covering.

"While it was still hot, she laid strips of thin cotton batting over it and painted this with the same liquid until the whole wound was sealed in under the drying liquid. Then she wrapt it up in thicker cotton batting, and went to work on the other hand.

"Whatever the victim may have felt about it, this was a very simple case. I saw the hands a week later and they were covered with new, supple skin. It is not quite so simple a matter when the burns are deeper, but as the process is always the same and does not vary on account of the degree of the burn, before going on to describe other cures, I had perhaps better describe the process.

"The liquid which does the work is nothing more than a combination of paraffin and resin. It makes an air-tight covering over the burn and, at the same time, soothes the wound and allays the pain.

"Laid on with a brush, it would be painful, but as it drops in tiny globules, the patient does not even feel the fall of the spray on the flesh, and it is quickly covered with a waxy surface that becomes air-tight as soon as the strips of cotton batting are laid over it and painted evenly with more of the same liquid.

"The temperature of this liquid, when applied, is 70° centigrade, or 175° Fahrenheit. My attention was called to the heat first by the fact that a drop of it fell on the sound skin of one of the patients so that he cried, 'It is burning me!' As he had just had several cans of it sprayed and painted on his back, this seemed curious to an amateur in medicine until it was explained to me that he did not feel the heat on the flesh as he would on the skin.

"Great care is always taken to see that none of it touches the sound skin, and this, as a matter of fact, was the only occasion on which I saw any one even squirm.

"The whole thing seems so simple it strikes one at once as remarkable that it is not the common process for healing burns everywhere. And when you see the size of some of the burns it cures, a whole back, for instance, the wonder at it grows. I said something to this effect to the medical chief, Dr. Barthe de Sandfort, and he replied that it would probably be more widely used if it were not for the difficulty of preparing the paraffin and resin just right.

"'I have been working at it for twenty-two years,' he said, 'and I have a good deal still to learn about the varieties and qualities of the paraffin and resin. I have been able to train one other man to do it as I do, but it is a long, slow process of education. I can not train many workmen to do it, and at the present time I am producing hardly more than enough to supply this hospital and the children's hospital in Paris.' . . . . . .

"On further inquiry, I found that Dr. Barthe de Sandfort has named his product 'ambrine,' and, naturally, his success with it has brought imitators. The most successful of these, I learn, are Germans, who are using a somewhat similar preparation for their badly burned soldiers.

"With all due respect to Dr. Barthe de Sandfort's personal ability in manufacture, what interested me most about his process is that the cure lies in the method rather than in the particular product. Doubtless his preparation is the most successful, and, on that account, deserves special recognition, but the greatest benefit he has done the world is to do it at all. He told me he would like to produce his 'ambrine' on a commercial scale, and if he does so and makes a fortune from the sale of it, I for one would say it was one of the most justified fortunes ever amassed. I saw him spare terribly burned men enough pain during a few mornings' work to justify him in becoming at least a millionaire. . . . . .

"It is not necessary to go into all the distressing details that frequently attend the arrival of a new patient, but pieces of shell, burnt powder, and dirt must usually be picked from the burns, especially if on the face. It is not always possible to get the burns free from contamination without causing the patient great immediate pain, so the nurses do the best they can and let it go at that.

"In any event, the dressing remains only twenty-four hours, and comes off freely the moment the bandages are removed. Under the mask the flesh working its own cure has usually produced a layer of secretion, and as this is washed away the dirt comes with it. . . . . .

"Suppose, as is frequently the case at St. Nicholas, the patient's entire face and head have been badly burned. I saw one such man who was burned to the third and fourth degree. There was hardly any flesh over the tendons. But the treatment was the same as for first-degree cases. Each day, as the accumulation of secretion was washed off, his entire head was dried with the electric drier, it was sprayed over with the little waxlike globules, the cotton batting was laid on, and painted with the preparation, and everything but the mouth was sealed up. For twenty-four hours the man lay tranquil, without pain, and the process was renewed. Each day I could see where the very flesh was being renewed, and where the burns were the shallowest skin began to appear. The deeper the burn the slower was the healing, but in the end the man had a new normal skin over his face, head, and neck. Within a month from the time he entered the hospital, the skin was entirely remade and, after a day or so, with oxid of zinc spread over the new cuticle, he walked forth whole. . . . . .

"The process also has grown skin where there never was skin before. One soldier had his biceps shot away and, instead of having a scar, he has an arm covered with an even layer of skin, minus his biceps."

The writer quotes Dr. W. O. Sherman, surgeon-in-chief of the Carnegie Steel Company, as saying:

"The supple, new skin grown without grafting is a remarkable enough thing in itself, but more striking yet from a surgical point of view is the rapidity with which skin is grown by this method over amputations. I saw where skin had been grown, without seam or scar, over two half-amputated feet. It had taken six weeks only. Ordinarily that case would have required at least five months in the hospital."

A SEVENTY-MILE SEARCH-LIGHT — A high-intensity search-light, capable of throwing its beam seventy miles, has been invented by Elmer A. Sperry, of New York City, who is already well known through his gyro-compass and aeroplane-stabilizer. Says *The American Exporter* (New York, December):

"In conjunction with officers of the United States Navy Department, Mr. Sperry is now endeavoring to flash signals from New York to the navy-yard in Philadelphia, a distance of ninety-one miles. So powerful are the rays of the new search-light that the intensity of its brilliance almost equals that of the sun. Its unusual brilliancy results from a new form of arc, running at higher current density, special carbons, and the burning of a superheated vapor in the cavity of the positive electrode. In size this search-light is very little larger than the present high-powered types used by the United States Navy."

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LETTERS - AND - ART

A LANDMARK IN ART APPRECIATION

WHERE DOES THE VOLPI SALE of Renaissance art, held a couple of weeks ago in New York, place us as real art-lovers? It is described on the authority of Mr. Kirby, of the American Art Association, as "the greatest sale from a standard of general excellence that has taken place in this country." The amount received, ranking below five or six other sales, such as the Yerkes, Borden, Marquand, and Mary J. Morgan, was $944,192 for the furniture, tapestries, pictures, and other treasures from the Davanzati Palace and the Villa Pia in Florence. The names of our greatest collectors, like Joseph E. Widener, Henry C. Frick, George Blumenthal, Stanley Mortimer, Louis C. Tiffany, James W. Ellsworth, Otto H. Kahn, and Philip Lehmen, are mentioned with the art museums of New York, Boston, Minneapolis, and Philadelphia as among those acquiring objects. To Mr. Harvey M. Watts, writing in the Philadelphia *Ledger*, the Davanzati sale "proved in many ways that it is true that the day of those who know has arrived in America in the matter of the art of all periods." Mr. Watts found it "impressive" to "note the talk of those present of 'patina,' of 'glazes,' of 'lusters.'" He even discovers his connoisseurs in more than one place:

Courtesy of Duveen Bros., New York.

THE RICCIO "INCENSE-BURNER,"

Which brought $66,000, the highest price of the Davanzati sale of Renaissance masterpieces.

"While, if one jumped from the things that told of Dante, of Savonarola, of Botticelli, and Raffael, representing every intimate detail of their life, decoration, and furniture, the tables they used and the chairs they sat in, even the linen and kitchen utensils, as well as the pictures they painted, further up the avenue to Kennedy's especially, informed groups were discussing the Whistler prints and comparing notes as to whether the exact 'impression' they owned represented the 'state' or the ink effect that was shown in the examples on the wall, worth, let us say, $950. For here one soon found out that a good print by Cameron or Meryon or Whistler easily proves to be as profitable an investment as munitions stock, since the prints that sold for relatively a few dollars ten years ago are now selling up in the hundreds, jumping from $40 to $640, and everywhere it is the same story of a crush to buy on the part of those who know what to buy, whether it be a small print or a sumptuous tapestry costing $600,000.

"If at one extreme one finds this tremendous demand for the costliest art of the past, and as George Leland Hunter, the tapestry expert, points out, the demand for tapestries has really just begun, on the other hand, the great leaders in American art see in the Inness sale the most hopeful outlook for the output of the American painter: while Frank Purdy, who has done more for American sculpture in the last few years than any other influence in American life, shows in his splendid current sculptural exhibition at Gorham's Fifth Avenue, that even the small work of native art is in demand and can be sold, providing it is good art. Moreover, as if the thing had been invented to prove Mr. Kirby's argument that only those things that are real and not sham and that have genuine intrinsic merit command the prices, the Richard Croker sale, which represented the vulgar house-decorations and ornaments of the famous statesman of Tammany, as developed years ago when he first 'made his pile,' sold for a mere nothing, vases going for $1 and elaborate bits of furniture for $2.50.

"As things go, however, it happily turns out that because all this money is being spent lavishly for the rarities and for the older art of Europe, it does not mean that the collectors are neglecting American art of today. And this is the lesson one learns everywhere in the show-rooms and galleries, and if the Cinquecento Francia, whose superb 'Madonna' was a feature of the Davanzati sale at Kirby's, selling for $41,000, when a Botticelli only brought $7,000 because it was not characteristic enough, and a Signorelli that represented Christ with a large stomach and St. Thomas with the air of a doctor looking for symptoms of appendicitis, is a name to conjure with, so is Sargent, so is Inness, so is Blakelock, all Americans; while, if belatedly, the genius of a Miss Mears in sculpture was recognized, the public has been quick to rise to the striking sculpture of Mario Korbel, who is the new note, while, of course, Manship and the others do as they please and charge as they please with their work and their patrons.

"All this proves that the days of Lorenzo are indeed with us, and since we are a $3,000,000,000 credit nation it is obvious, to quote Mr. Duveen again, that, despite all difficulties, the drift of art works from Europe will not stop. 'They will come, they will come!' And, as Mr. Blashfield points out, we shall all be benefited by them."

Since the money is what talks, Mr. Watts would seem to be making out a good case for American taste in art, though it was only the other day that another authority was heard to say that a Rembrandt hung on a varnished mantelpiece did not evince the high quality of the owner's taste. The editor of the *American Art News* (New York) seems to have been more deprest than exalted by the Volpi sale. He remarks of the financial return:

"This result, unexpected even by the auctioneers when the collections were first brought them for sale, and presumably by the owner himself, while the art objects and pictures were of more than ordinary rarity and value, and while the sale was advertised with accustomed adroitness and liberality of space by the auctioneers, was chiefly due to the present abundance of money in the community, and to the high prices brought at the

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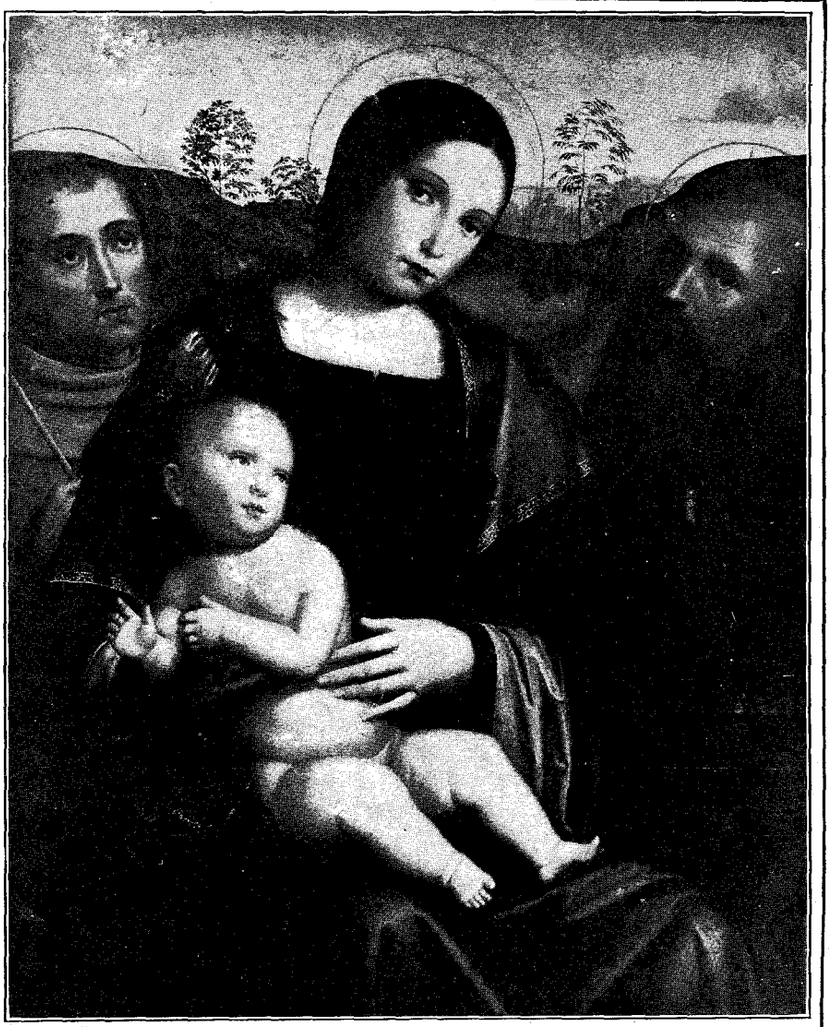
early sessions of the sale, which produced an excitement in social, as well as art circles.

"Intelligent observers, whose memories need only reach back a year, are recalling the fact that last autumn Professor Volpi, an elderly man of attainment and position in his native land, and an eminent authority on early European art—through whose gallery have passed many of the greatest pictures in the most noted American private collections—was virtually a prisoner, when he first visited these shores, on Ellis Island, there detained by the immigration authorities on a serious charge involving his morality, as seen from the American official view-point. From this duress and charge, he was only released through the quick and decisive action of the Italian Ambassador at Washington. At the time, the very dailies which have been publishing long and laudatory stories of the Volpi sale and of Professor Volpi himself were publishing stories of his detention and the unfounded charges against him. Further, when, after Professor Volpi had left Ellis Island, and modestly showed to the art world the fine pictures he had brought with him, there was a shrugging of shoulders in art circles, an indisposition to accept some of the paintings as valid, and Professor Volpi failed to sell his pictures and returned to Italy last spring, a discouraged and disappointed man, wondering 'what manner of men' were the Americans.

"Happily now Professor Volpi has been vindicated—not personally, for he needed no vindication of his private life and character, but as to the worth of his possessions. The incident is not a creditable one for Americans to contemplate, but perhaps it was to have been expected after the experience of Admiral Dewey—hailed as a hero after his return from Manila in 1898, and his name publicly hissed six months later."



Courtesy of "The American Art News."

"MADONNA," BY FRANCIA.

A superb example of the fifteenth-century Italian school, which brought $41,000, while a Botticelli, not so characteristic of its painter, sold for $7,000.

SHOULD PLAYS BE PUBLISHED?—Plays are made to be acted, but a good many are also published, thus implying that they find readers. To see whether this implication were a fact or only a hope, the New York *Evening Post* sent out an inquiry to publishers asking if they find the experiment profitable and if the number of readers of such books increases normally. There are fifty replies, and the case seems to stand in favor of play publication. It would be more interesting if the dubious answers were accompanied by a statement of the particular plays that inspired the feeling about the general question. We read:

"Three publishers confest to altruism in publishing plays without enough profit to make it really worth while, tho in each case they said that they kept on in the belief that some day they would receive a distinct return on their investment. Of the remainder, forty-seven find the play branch of their business profitable in a greater or less degree—in most cases a greater. Seven publishers replied flatly that there was no increase in the number of people reading plays; they were either just holding their own or were losing money on the venture. On the other hand, forty-three reported a decided increase, and in the majority of cases their replies were couched in enthusiastic terms. As is only natural, the older and more staid publishers were rather more cautious in their statements, and consideration of this fact gives prominence to an interesting condition. Especially during the last ten years a large number of small publishing firms have come into being, established in many cases by young college-bred men who were dissatisfied with the conventional outlook of the older houses, and so started in for themselves. It is due in no small part to this younger generation that the printed play has reached the stage it has in this country."

"DEADWOOD DICK" FORGOTTEN

ALL the old heroes of the *Deadwood Dick* pattern have faded from the minds of schoolboys. No youth now goes forth to fight Indians or herd cattle on the plains. Even Fenimore Cooper has staled; and nothing short of airplane or motor-car can stir the imagination of the modern boy. The head master of the Tome School, of Port Deposit, Md., Dr. Thomas Stockton Baker, so assures us in a lecture delivered at Cooper Union and reported by the New York *Times*. He declares:

"Our boys, as they sally forth on their imaginative adventures to-day, like to go in very high-powered motor-cars, or a mighty aeroplane comes in handy in their trips by land and sea. The trusty blade of former days is a very inadequate weapon to meet the dangers their imaginations conjure. The boy must be armed with the most death-dealing devices that the editor of the popular scientific monthly can present to his eager reader. Captain Kidd has been supplanted by the stealthy submarine-captain who smells rather of the engine-room and talks in terms of horse-power than in the gory dialect of the classical pirate.

"There never was a more complex subject than the study of the American boy. He does not lend himself very well to analysis. He is usually chivalrous, except to his fellows, when he is apt to be utterly merciless. His powers of imagination are boundless, but his flights of fancy nowadays do not take the direction his father's mind traveled, or even the trend that the

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foreign boy's follows. The little Frenchman still likes to picture himself fighting savages in strange corners of the earth. The American boy is less of a buccaneer, less of a frontiersman, than the foreign boy. To him Fenimore Cooper is almost a sealed book, while the European lad still reads lovingly the stories of the backwoods."

This change from the old order, which had its value for the imagination if it sometimes dealt cruelly with excitable natures, brings perils of another kind which must be watched lest they gain strength from the temper of the present times:

"The war has stirred all nations to their profoundest depths, and we are trying and testing every bit of the fabric of modern civilization to see whether it is necessary in our way of living. We shall probably discard many things as a result of this searching national introspection. In the department of education there was probably never a higher degree of thoughtfulness than at this present crisis. The great danger in this country to be avoided in our school-work is the danger of materialism. In Europe the intense suffering which has prevailed will give a background of seriousness and thoughtfulness to all endeavor that we Americans shall not possess except in a faint reflection. Europe will have to think in terms of materialism. Stupendous debts will have to be paid, ruined fortunes will have to be repaired, shattered homes will have to be restored. It is to be hoped that the schools in the United States will do something to halt the appeal that is being made on every hand to the obvious, the cheap, the popular. The agencies for mental development are all too few, and if the schools fail in their duty the condition will be deplorable."

HAROLD CHAPIN,

An American actor and dramatist who fell fighting with the English forces at Loos in September, 1915.

A NEW STATUS FOR ENGLISH ACTORS

ENGLISH ACTORS in the war have made it "henceforth impossible" for even the "least respectful enemies" of the theater to be supercilious to this institution. This is regarded as highly satisfactory by *The Saturday Review* (London), and especially, it thinks, will it be so regarded by those "who have an incorrigible affection for the theater." The protest in England against sending actors to the front, which we noticed some time ago, has become completely hushed. Quite another view is now exprest. "Privates, corporals, and subalterns in the King's forces, enlisted from the London stage, are doing more for the prestige and dignity of the British theater than a generation of social petting or distributing of judicious honors." This writer calls for a record of the military activities of the people of the stage since August, 1914, and cites a statement from the recently published letters of Mr. Harold Chapin, the American actor and playwright who was killed at Loos while fighting in the English ranks. Mr. Chapin had lived in London since his childhood and passed his whole career on the English stage; but he continued to retain his American citizenship. The point here raised concerns the right and wrong publicity in the matter of the actor's participation in the war, and the passage from Chapin's letter, written from France in June, 1915, bears a reference to a London stage idol:

"I have been the recipient of many complaints about the way the press are booming ———'s joining of the A. S. C. Strangers in the battalion only knowing me by sight have sought me out to explain that it is 'things like that' that give the stage a bad name. . . . He makes it look as if he were the only 'pro' who ever joined the Army. It's too bad. There are hosts of us out here."

Some of the larger results of the actors' fighting, as *The Saturday Review* points out, will be a reconstruction of the attitude of the world outside the theater to the world inside it. The contrast will be particularly marked in England where the actor still, in the minds of conservatives at least, holds an inferior social status, and in the eyes of the law enjoys the unrepealed statutory description of "rogue and vagabond." We read:

"The theater will be the better in all ways for the proof it has given that in quiet patriotism and sacrifice it has shown itself nowise inferior to the common English standard of true manliness. The Bohemian tradition of the 'artist,' or even of the 'artiste,' as an abnormal person to be known anywhere by his oddities of dress and manner went out of fashion when W. S. Gilbert's 'Patience,' from being a contemporary satire, became a historical document. For many years practitioners of the arts, as a protest against the Gilbertian view, have taken great pains to be respectable and thoroughly of the world. But the roots of the tradition lie deep, and the tradition itself dies hard.

"The attitude of the public in England to men of art is always a little colored by a feeling that art has very little to do with the common sense and energy which get the ordinary business of the world successfully along. 'Those fellows are not men: they are artists,' says a character in one of Schnitzler's comedies. For this attitude to art artists in the '90's had themselves very largely to blame; but it is an attitude which will hardly survive the war. The war has given to the younger generation of poets, painters, musicians, and players an opportunity to complete their work of dissociating art from its affectations and excesses. Many have affirmed their simple English manhood by paying the extremest debt. They have splendidly removed any possible taint of effeminacy from their calling. Men like Rupert Brooke and Harold Chapin have restored the true English tradition of men of letters and music—the tradition of Sidney, Spenser, Raleigh, and Wyatt.

"The mistaken view—a view which, we fear, has been, in the strict sense of the words, a very vulgar and common view—that men who wrote poetry or appear in plays are any the less keen or manly or practical by reason of these polite accomplishments—has probably by now died out, even in the most impervious and materialist minds. The idea of art as something apart from life, the product of a continuous inbreeding of masterpieces, a conceited hermit or sibyl working far off from the fields and streets where the necessary work of the world is being done, has been rudely and healthily shaken; and, along with the arts in general, the theater will no doubt richly share in the benefits of our renewed sense that in the midst of art we are in life."

Normally, says the writer, here taking up the point made in the introduction, "the theater—the theater which really stands for some sort of an attempt to entertain us with an image of English life—has special difficulties of its own to struggle with in addition to those which it shares with the arts in general." Going on:

"We all know what Dr. Johnson thought and said about actors, and how Lamb was struck by the apparition of Garrick among the poets in Westminster. The theater, tho it touches the fine arts on one side, reaches down on the other to arts which may be as well, or better, studied in the gardens of the Zoological Society or the Jardin des Plantes as in the theaters of the West of London; and it is inevitable that our general estimate of the player's art should suffer from an indiscriminate view of theatrical proceedings at large. The tendency to disparage the actor is all the more marked in classical English literature and opinion, owing to the frequent failure of English literature and English drama to come to terms of alliance. The theater which could find no place or encouragement for Browning or James or Meredith must expect now and then to be twitted with finding places innumerable for people who invert the counsels which the good friars gave to Fra Lippo Lippi."

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WAGNER'S "PRIMA-DONNA CONDUCTOR"

A "PRIMA-DONNA CONDUCTOR" they used to call Hans Richter, and the name has descended to such successors as Anton Seidl, Franz Liszt, and Arthur Nikisch, for their importance in the production of a Wagner opera was equal to that before exclusively exercised by the operatic heroine. Indeed, their importance, as the wails we hear for Mr. Toscanini testify, has not abated. The New York *Evening Post* points out that all these above mentioned in the Germanic group came from Hungary, and that is not merely accidental, for "in Wagner's operas there are more of the passionate impetuosity and quick change of pace and mood which are characteristic of the Magyar than of the placidity and regularity of the German." The death of Dr. Richter at Baireuth, announced in an Amsterdam dispatch of December 7, leaves only Nikisch remaining of the number. Richter's association with Wagner and his early work for Wagner's operas are shown to have been of the highest importance:

HANS RICHTER IN 1907.

Long an exponent of German music in England. He was "the one conductor in Europe who made his reputation by the sublime style."

"Wagner realized at an early stage in his career that a new kind of orchestral conductor would have to be called into existence before his operas could be adequately performed. For a time he himself interpreted them at the Royal Opera in Dresden; and a little later Liszt made of Weimar a sort of preliminary Baireuth, to which those flocked who wished to get correct impressions of Wagner's works. Then came Wagner's long exile because of his participation in the revolutionary uprising; and during those twelve years of enforced absence from his native country his operas were mercilessly maltreated, partly by incompetent singers, but chiefly by conductors whose mechanical time-beating robbed his music of all its dramatic eloquence. The reports he got from friends were so discouraging that he wrote to Liszt: 'I am glad not to hear all the wretched performances of my operas in Germany, which would probably only break my heart.'

"We must bear these things in mind to understand fully what Hans Richter meant to the great operatic reformer. During his exile he had created a new class of works—'Rheingold,' 'Walküre,' part of 'Siegfried,' and 'Tristan and Isolde,' in which he went still further than in 'Tannhäuser' and 'Lohengrin' in the demands made on a conductor's dramatic instincts for climaxes and fluctuating pace, or what is usually miscalled *tempo rubato*. In Richter he found the man who had these instincts to a degree possest later only by Anton Seidl. At first he was employed by the great composer in Lucerne to copy the first act of 'Die Meistersinger' for the printer, a task which, because of the chaotic condition of Wagner's sketches, called for a thorough musician. Richter had been a horn-player, and his heart must have leaped with joy at the glorious melodies for his instrument in this score, which is the apotheosis of the French horn, or forest horn, as the Germans call it. On Wagner's recommendation, Richter was engaged as chorus-master at the Royal Opera in Munich in 1868. Two years later he conducted 'Lohengrin' at Brussels; but it was during his directorship of the opera at Pest, from 1871–75, that he got that experience which qualified him for the honor Wagner conferred on him when he chose him as conductor of the Baireuth Festival in 1876, and first interpreter of the complete Nibelung cycle."

Many of Richter's later years were spent in England. He went there first in 1877 to give Wagner concerts, where he shared with Wagner himself the post of conductor. He introduced "Meistersinger" and "Tristan" to the London public; but also gained fame for his orchestral concerts, where he conducted Beethoven's symphonies without the score. In the '80's Mr. Higginson besought him to come to Boston to lead the Symphony Orchestra there, and later Mr. Hammerstein tried to add him to the Manhattan forces. But, said the Boston *Transcript*, in 1911, he remained "stupidly unbelieving about America." "He knows in cold fact that a great orchestra flourishes here in Boston and a great opera-house in New York, but to him they are the accidents of a mysterious life in a world that he can not comprehend, that has lain altogether outside his existence and experience." He spent his latest active years in Manchester, England, as conductor of the Hallé concerts there, and when he retired, in 1911, *The Guardian* of that city wrote of him:

"The retirement of Dr. Hans Richter from the conductorship of the Hallé concerts, which is to-day officially announced, is an event of supreme importance in the world of music. It affects not only Manchester and England, but the whole of musical Europe. . . . . .

"Dr. Richter has been the one conductor in Europe who has made his reputation by the sublime style. The measure of his greatness has been simply that of the music which he had to interpret. No greatness in any man's music was ever a stumbling-block to him. Wagner, Bach, Brahms, Liszt, and Beethoven Dr. Richter has made our familiars. There is none like them in greatness, and we know that, so far as we have heard them under Dr. Richter, we have heard them more superbly given than they have been given under any other conductor. Perhaps the typical piece that has brought out in the fullest way Dr. Richter's quality has been the prelude to 'Die Meistersinger.' For Dr. Richter has that rarest sublimity of all—sublime humor. Others may have come near him in the passion of 'Tristan,' but no other could unfold to the full that splendid banner of tone with which this overture opens or let it disperse later into its myriad smiles without losing anything of its greatness, or bring on its overwhelming climax, without strain or loss of ease, back to its great simplicity.

"So, again, with Beethoven, it is as the master of revels in the scherzo which embodies all Beethoven's geniality, the scherzo of the Choral Symphony, that we shall most inevitably remember him. To call him a magician in this music would be to make but a vain shot at describing his power, for it would miss and do violence to the supreme naturalness and humanity of his conception of it. . . . . .

"Lastly, we must not forget the service Dr. Richter has done our English music by taking Elgar, as it were, upon his shoulders and making us unbelieving Englishmen see that we have a great composer of our own."

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RELIGION-AND-SOCIAL-SERVICE

THE NEW CHRISTMAS

THE PROSPECT OF CHRISTMAS has, perhaps, made some of us unhappy. Because, as Mrs. Margaret Deland points out, whichever side wins the war, "humanity is crippled," and we shall "never forget the trench —the bomb, the pain, the hate." It is to be hoped we never shall, she adds, for "if humanity could forget its blunders, it would go on making them." The unhappiness she refers to is shown by our "standing outside, wringing our hands at the sight of Europe's pain." Her remedy is to "rush in and do something to lessen the pain." Nearly every one has, of course, done "a bit." "But in proportion to the colossal need, how many of us can say we have really been 'busy' in helping?" Our old careless Christmas is too inappropriate to the strenuous times of to-day—

"Our unintelligent giving of gifts, our way of paying debts, of wiping off old favors, our 'lively sense of benefits to come'—to ourselves. The insane getting of presents for people who don't need them; perhaps these things, in this mourning world, are inappropriate. But when you come to think of it, they were inappropriate in the old, joyous world, which had not begun to mourn; even in that happy world, such things were trivial compared to the real beauty and significance of Christmas. Really, the orgy is only a little more emphatically offensive in 1916 than it was in 1913; that is all.

"But the beauty and significance, they remain; and, for our comfort, behold! they are more appropriate in 1916 than in 1913!"

GEORGIA'S QUESTION—
SANTA CLAUS.—"Where Are My Children?"
—Gregg in the Atlanta *Constitution*.

Mrs. Deland shows in *The Woman's Home Companion* (New York) a way in which all can spend a "new Christmas." It is by tying up "comfort packets" for soldiers in the trenches. Of course the soldiers of the Central Powers can not be reached, but parcels for Allied troops may be sent through Mrs. Nina Duryea, of 926 Park Avenue, New York City.

"She has a *Dépôt* in Paris from which she distributes comforts to men on their way to the front, and she knows just what they need.

"She said, to begin with, that we couldn't go far wrong if we sent a man a pair of suspenders. Their suspenders are always wearing out!

"Shoe-strings would be tremendously appreciated; if a soldier's shoe-string breaks, and his shoe slips off just as he is running across a field in a shower of bullets, it may mean death.

"A candle! If a man can scoop a tiny hole in the side of the trench, put his candle into it, light up, and play a game of cards with a pal, or even look at another human face, life is a little gayer.

"Safety-pins! 'Do send safety-pins!' said Mrs. Duryea. 'When a boy has no mother at hand to sew on a button, think of the comfort of a safety-pin!'

"Each packet must have a pencil, and some paper and envelopes, so that a man can write a letter home. A shirt; a pipe; a piece of twine; a box of buttons; a cake of soap. In fact, almost anything, *except* tobacco and cards, which, because of the duties, are not admitted into France. About ten different articles went into each of these parcels; all wrapt up in the compactest way, then squeezed into a tight gingham bag with a drawing-string at the top. Of course they are not beautiful, these homely blue bags; in spite of the occasional gay ribbon, they didn't look much like the bundles that clutter our overfilled houses on the morning of the 25th of December —but they comforted the soldiers!"

All over our country there has been this emotion of sympathy; and in many places it has exprest itself in giving—a little. The little is so relative that Mrs. Deland sees us as still uncomforted. There must be more giving:

"So, in spite of our past sins in debasing Christmas, our bringing it down to a debtor and creditor account, our shrewd speculations as to whether we should receive gold, or be put off with perfume,—our unutterable weariness in following a fashion set by Wise Men, carried into excess by foolish women,—in spite of all these things, here is our wonderful opportunity to have a real Christmas!

"When we get most discouraged over those past futilities and absurdities in which, to our shame, we wrapt the beautiful day, when we most keenly realize the inappropriateness of that past to the terrible present, we can see this way out: we can give and serve. So let us, like Melchior and Balthazar and Gaspar, bring our gifts—our homely gingham bags, our well-filled comfort packets, our hard-earned, painfully spared dollars, our gold, frankincense and myrrh—and lay them before the Prince of Peace."

English bishops, through *The Daily Chronicle* (London), have given some suggestions to their people whether on Christmas to be grave or gay, Bishop Hoskyns, of Southwell, saying:

"I don't think that we ought to be dismal at a festival of this kind, and our men at the front won't thank us for breathing a spirit of depression. There ought to be great thankfulness to God for the mercies we have received and for the splendid courage and nobility of our men. I am sure that they don't want us to be deprest, and we have no right to be.

"What one wants to prevent is thoughtless debauchery; but we must avoid anything like depression at a festival like Christmas, which is full of the deepest joy if we rightly understand it."

To this advice Dr. Knox, the Bishop of Manchester, adds:

"It will be apparent to all thoughtful men and women that the present is not a time for associating the close of the year with any but the most solemn thoughts. The memory of those who have fallen on our behalf, the very serious difficulties that the protraction of the war is creating for all the nations concerned in it, and the sacrifice which must be entailed in bringing it to such a conclusion as may secure a stable peace, combine to make a spirit of self-confidence or boasting, of frivolity or self-pleasing positively nauseous. If ever there were an occasion on which a day of continuous prayer was suitable, it is the closing of this year."

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SPIRITUALISM IN ENGLAND

A TREMENDOUS STIR seems to have been created in England by the publication of a book by Sir Oliver Lodge telling of communications from his son, Second Lieutenant Raymond Lodge, who fell in battle a little over a year ago. Perhaps it was inevitable that the enormous death-roll of Europe should start a revival of spiritualism among those who have lost loved ones, and the space given the book in the British press betrays the hope that fills many bereaved hearts. It is "the most remarkable book the war has produced or is likely to produce," declares the London *Christian Commonwealth*, an organ of liberal and progressive religious thought, while the London *Times* devotes a rather non-committal column to it. Says *The Commonwealth:*

"The dead keep their secrets, wrote the author of the Dreamthorp essays, and added, somewhat grimly, that in a little while we, too, shall be as wise as they—and as taciturn. For many people this is the last word on the matter. To them the suggestion that beyond the grave there are active and alert men and women who are cooperating with men and women on this side in a sustained and systematic effort to impart their secrets seems fantastic. . . . 'Raymond; or, Life and Death,' by Sir Oliver Lodge, either proves this, or it proves that one of the greatest of living scientists, whose business is to weigh evidence, to verify the minutest facts, to reject every doubtful theory unsupported by facts, however attractive it may be, is the victim of illusion or has been deceived by charlatans. If the book is not a simple chronicle of the evidences which have convinced Sir Oliver Lodge that his youngest son, who was killed in the war on September 14, 1915, is communicating with him and members of his family 'from the other side,' and is being helped in this work by a group of Sir Oliver's friends on 'the other side,' it is a pathetic illustration of the manner in which the ablest and strongest intellects can be misled by their hopes. In any case, the book is a quite wonderful literary achievement, more impressive than any formal biography, more intensely moving than any tribute of sorrowing affection in verse or prose. One's first impressions of the book can only be exprest in this antithesis; it is either a simple, straightforward record of events that have actually occurred, or it is the story of a great scientist's credulity and self-deception."

AND FRANCE'S REPLY.

"What did I tell you! I said he'd find our chimney."

—Fabiano in *La Baionette* (Paris).

The Evening Standard (London) goes through the book and gives some citations to show how he speaks from the "other side."

"For the most part, allowing for the impediments (as one may excusably call them) of the methods of communication, he speaks like himself. We do not suggest that this is evidence of the truths Sir Oliver Lodge is trying to establish; but it is well worth noting.

"He shows solicitude for his mother. 'Mother, don't go doing so much,' he pleads. 'I am very strong,' says Lady Lodge. 'You think you are,' he retorts, 'but you tire yourself out too much. It troubles me.'

"Reminded by his father on another occasion that it is getting near Christmas, he says: 'I know. I shall be there. Keep jolly, or it hurts me horribly. Truly, I know it is difficult, but you must know by now that I am so splendid. I shall never be one instant out of the house on Christmas day.'

"He is anxious because his brother Alec 'can't hear' him. 'I do wish he would believe that we are here safe; it isn't a dismal hole as people think; it is a place where there is life.'

"As the communications proceed he grows happier. In one passage, placed by Sir Oliver Lodge under the heading of 'Unverifiable Matter,' he speaks of going to a 'gorgeous place,' which he describes as the Highest Sphere. The full account Sir Oliver omits; 'until the case for survival is considered established, it is thought improper and unwise to relate an experience of the kind which may be imagined.' But something is given. 'I felt exalted,' says the supposititious speaker, 'purified, lifted up. I was kneeling. I couldn't stand up, I wanted to kneel. Mother, I thrilled from head to foot. He didn't come near me, and I didn't feel I wanted to go near him. Didn't feel I ought. The Voice was like a bell. I can't tell you what he was drest or robed in. All seemed a mixture of shining colors.'"

Sir Oliver gives this general deduction from thought and experiment on the great mysteries:

"Nor let us imagine that existence hereafter, removed from these atoms of matter which now both confuse and manifest it, will be something so wholly remote and different as to be unimaginable; but let us learn by the testimony of experience—either our own or that of others—that those who have been, still are; that they care for us and help us; that they, too, are progressing and learning and working and hoping; that there are grades of existence, stretching upward and upward to all eternity; and that God himself, through his agents and messengers, is continually striving and working and planning, so as to bring this creation of his through its preparatory labor and pain, and lead it on to an existence higher and better than anything we have ever known."

Mr. Robert Lynd, of *The Daily News*, is of the opinion that the book contains little evidence that will convince the skeptical. One or two points, however, he admits, have, when taken together, "a certain evidential interest." Thus:

"One is a prophecy of Raymond's death made at a séance in America a month before he died. 'Myers says you take the part of the poet,' ran a sentence in the message, 'and he will act as Faunus . . . Ask Verrall; she will also understand.' Sir Oliver could not make head nor tail of the message, and so he asked Mrs. Verrall the meaning of it. She immediately referred Sir Oliver to that famous ode in Horace in which the poet speaks of himself as having been almost killed by the blow of a falling tree had not Faunus lightened the blow. This interpretation reached Sir Oliver more than a week before the blow of his son's death fell on him.

"Shortly after Raymond's death Lady Lodge had an 'anonymous' sitting with the medium, Mr. A. Vout Peters, and messages came about the boy from a 'control,' or second personality, called 'Moonstone.' After 'Moonstone' had described Raymond and given 'identifying messages,' the trance-speech went on:

"'Good God! how father will be able to speak out! much firmer than he has ever done, because it will touch our hearts.'

"At the same sitting, a group photograph of which the Lodge family knew nothing was mentioned, and at a later sitting with a different medium some details of this photograph were given. A copy of the photograph of Raymond and several fellow officers ultimately came from the front, and confirmed, to some extent, the description given through one of the 'controls.'"

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GENERAL FUNSTON ANSWERS THE BAPTISTS

MAJOR-GENERAL FUNSTON now has his say about the matter of holding revivals in the border camps. On December 9 we gave the point of view of the aggrieved Baptists and other denominations who felt that Ritualists were accorded more privileges than they in the matter of ministering to the spiritual needs of the soldiers. The New York *World* prints the Major-General's letter to the Rev. J. B. Cambrell, Secretary of the Executive Board of the Baptist General Convention, explaining his reason for the prohibition of the religious meetings. The officer seems to think that an old-fashioned revival would have caused a riot. A spirit of badinage seizes him in asking the clergyman if he "were not badly put out" because he could not have his way about conducting revivals in camp. The Major-General even imagines Mr. Cambrell saying to himself:

"Why, the idea of that obstinate little cuss not letting me do as I please, and presuming that he knows more about what soldiers like than I do; I will warm his jacket and make it just as disagreeable for him as I can!"

General Funston takes a more serious turn and gives reasons other than the military autocracy that would seem to be implied in his bantering paragraph. He first declares that when the request was referred to him, the name of Mr. Cambrell's denomination did not impress him. He pointed out that "religious services along the usual lines were conducted in the camps by chaplains and other clergymen and were welcome," but that revivals would be out of place. He "resented the implication that because a man had put on his country's uniform he was necessarily lost, or worse than other men." He thought that "there were people who had stayed at home who needed revivals worse than the soldiers." He continues:

"Under the circumstances, you can imagine my astonishment when I read your statements to the effect that I had said that I would not allow the soldiers to be told that they were 'lost.' You must know as well as I do that the doctrine that should be preached to the men was never once considered or mentioned, and, with all due courtesy, I feel compelled to say that your making repeatedly the statements you are quoted as making was absolutely inexcusable and did me a grave injustice.

"The only time the word 'lost' was used by me was when I said that I did not accept the view that because a man put on his country's uniform he was necessarily lost.

"I say frankly that I would not want to take chances on allowing a series of revivals in these great camps. I am justified in giving the word 'revival' its usually accepted meaning—a series of meetings continuing day and night for an indefinite period, with loud exhortation and singing and much emotionalism.

"How about the rights of the men who do not want to attend revivals and who do not wish to be disturbed by them? Are they to be compelled to leave the camp, which is their home, and wander about downtown or through fields to get away from them? Has a man no rights because he is a soldier?

"There are many religious people who disapprove strongly of revivals, with their attendant emotionalism. And, anyhow, be a man religious or irreligious, be he Christian, Hebrew, or Mohammedan, no other person has a right to rub his belief or his worship into his face—that is, to bring it into the place where he has a right to be, and where he can not escape from it without abandoning that place.

"Soldiers must be protected from imposition by their superior officers, and if these officers, from weakness or other reason, fail in their duty, their only recourse is submission or riot; and it is a safe guess that the latter is what you would have got with a typical old-fashioned revival in any one of the camps.

"Every regiment has its chaplain, and these practically represent every Christian denomination. Many of these chaplains are Baptists. They regularly hold service in the camps, but at the proper time and along the usual lines, just as services are ordinarily held in churches.

"By the way, does it not seem queer to you that I have never indicated to any one of them that he should not preach to the men that they were lost? Do you, down deep in your heart, really believe that after twenty years' service as an officer, I am just now beginning to set myself up as an expert in theological doctrine, and taking it upon myself to dictate what shall or shall not be preached to the men under my command?"

THE GERMAN CLERGY

THE HATE SERMONS in church and the hate songs in schools in Germany are more fully explained than elsewhere in the series of articles by Mr. D. Thomas Curtin now running in the English papers. Mr. Curtin, it may be said, is an American and a Harvard graduate who visited Germany with an American passport. This passport has now been rescinded because his articles are judged to go beyond what should be expected of a neutral. They are creating a great impression in England because their contents, based upon a ten months' sojourn in the Fatherland, are supposed to set forth the internal condition of the country as no others had done. The hate songs taught the children are "not as fierce as the hate hymns and prayers of the pastors," says Mr. Curtin. He also asserts that of the original *Zeppelin* fund "hundreds of thousands of marks were subscribed in what answer to churches and chapels," and "models of *Zeppelins* have formed portions of church decorations at festivals." He gives some details in the London *Times:*

"While I was in Germany I read a lengthy and solicitous letter from Pastor Winter, of Bruch, addrest to Admiral von Tirpitz, who was then said to be unwell, but whose illness was really only diplomatic. The good pastor exprest the hope that his early recovery would permit the Admiral to continue his noble work of obliterating England. Pastor Falk, of Berlin, is a typical fire-eater. His Whitsuntide address was an attack upon the civilians of England and America and urged the need for destroying them. The Easter sermons of hate this year were even more bloodthirsty than last year. The clergy are instructed not to attack France or Russia, and so it comes about that, as I have previously pointed out, in Prussia, Hanover, Schleswig-Holstein, Brandenburg, and Saxony the pastors of the Protestant State Church, Reformed and Lutheran alike, preach hatred of England as violently in their pulpits as in their pastoral visits. . . . . .

"One or two better-traveled and better-educated pastors have exprest mild regret at the bloodthirsty attitude of their brethren in private conversation. But I never heard of one who had the courage to 'speak out in open meeting,' as we say."

The "modern material Germany has not much use for religion," it is asserted, except as a factor in the Government. The spread of "extreme agnosticism in the last quarter of a century renders it essential for the clergy to hold their places by stooping to the extreme violence of the professors." Further:

"Mixed with their attitude of hostility to England is a considerable amount of professional jealousy and envy of your clergy. A number of German pastors paid a visit to London some two or three years before the outbreak of war, and I happened to meet one of them. So far from being imprest by what he had seen here he had come to the conclusion that the English clergy, and especially the non-conformists, were an overpaid and undisciplined body, with no other aim than their personal comfort. He had visited Westminster Abbey, St. Paul's, Spurgeon's Tabernacle, the City Temple, and had studied —so he told me—English Wesleyanism and Congregationalism in several provincial centers. He was particularly bitter about one non-conformist who had accepted a large salary to go to the United States. He returned to Germany imprest with the idea that the non-conformist and State Churches alike were a body of sycophants, sharing the general decadent state of the English."

Mr. Curtin gives, he assures us, the exact words of a German pastor on the Battle of the Somme:

"Many wounded men are coming back to our church from the dreadful Western front. They have been fighting the English, and they find that so ignorant are the English of warfare that the English soldiers on the Somme refuse to surrender, not knowing that they are really beaten, with the result that terrible losses are inflicted upon our brave troops."

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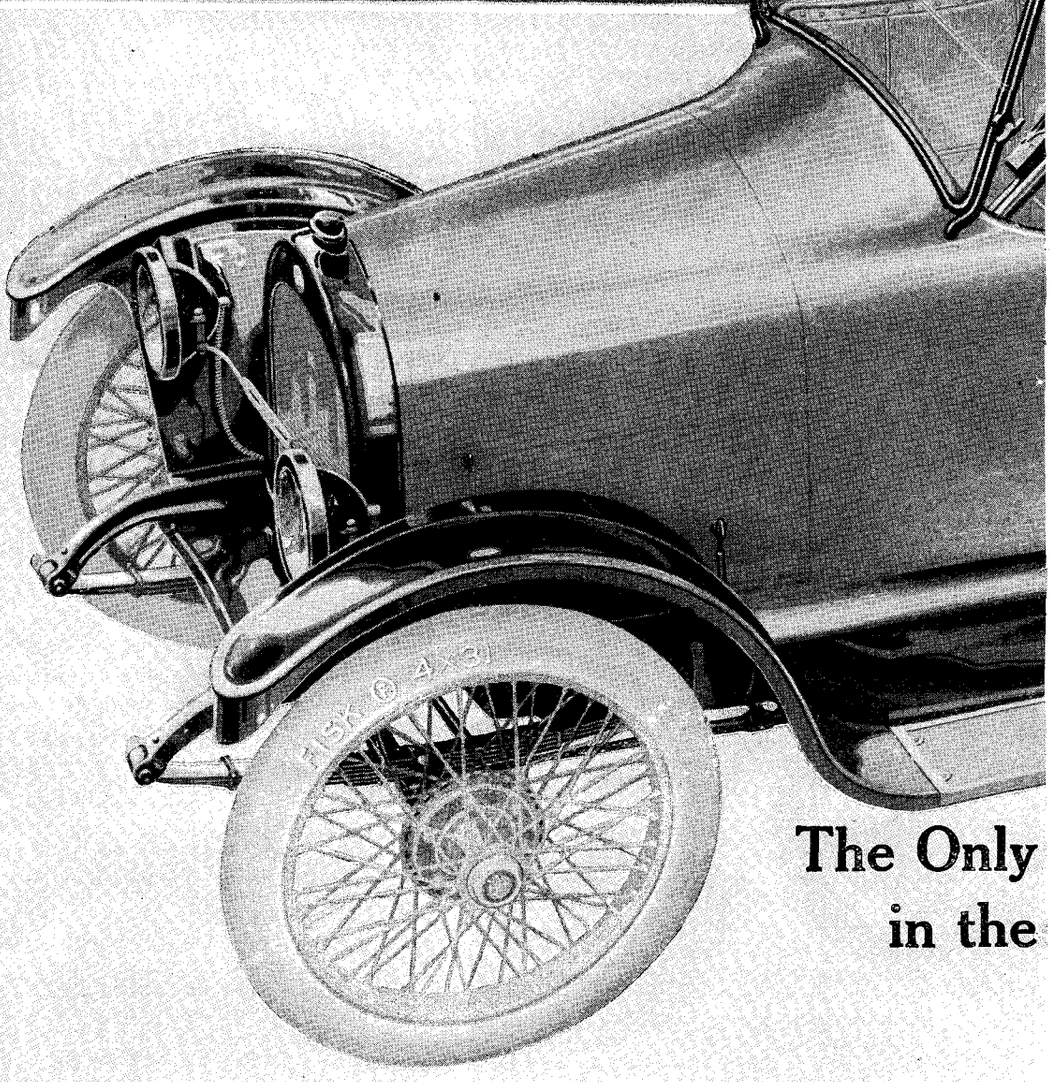

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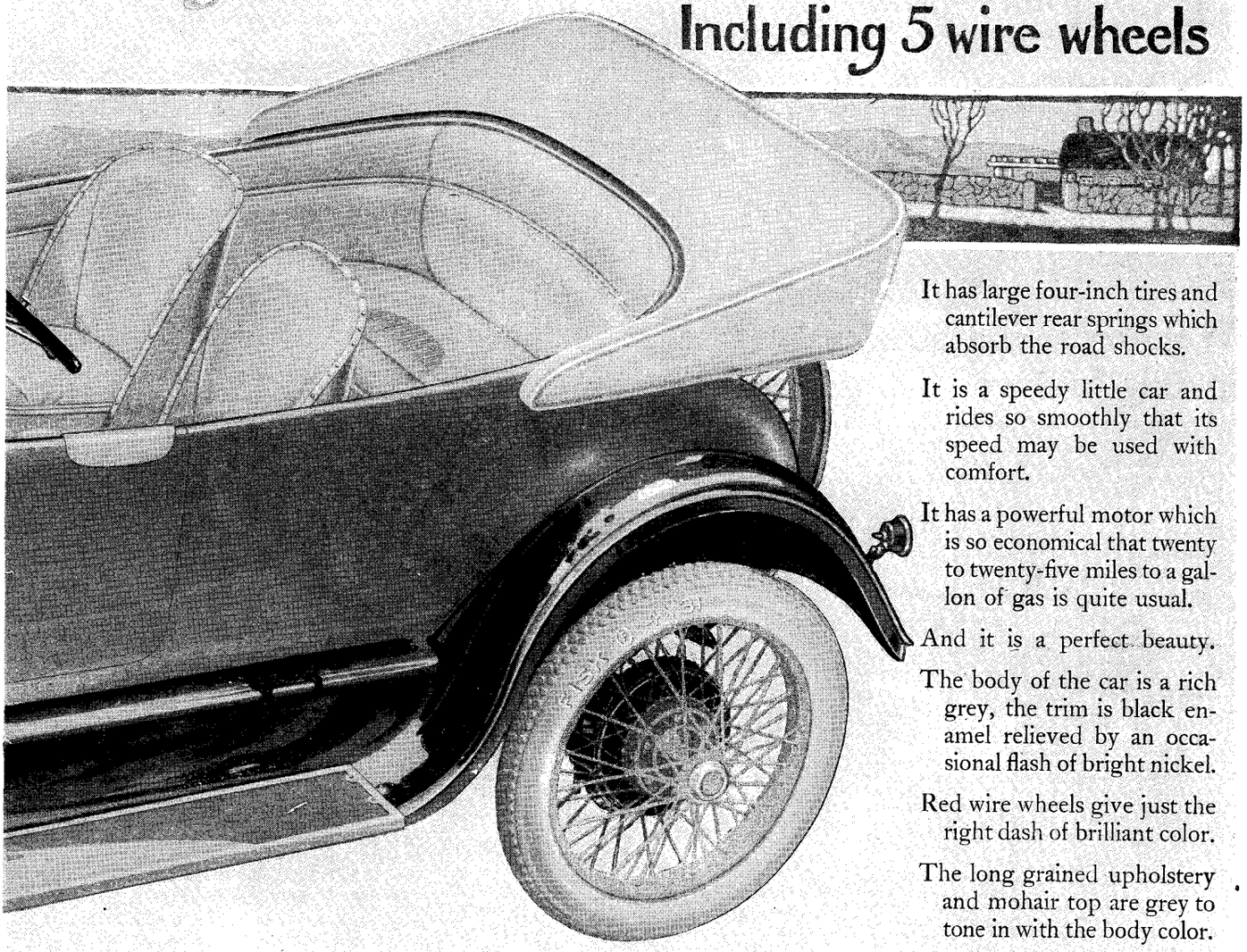

It has large four-inch tires and cantilever rear springs which absorb the road shocks.

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It has a powerful motor which is so economical that twenty to twenty-five miles to a gallon of gas is quite usual.

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Red wire wheels give just the right dash of brilliant color.

The long grained upholstery and mohair top are grey to tone in with the body color.

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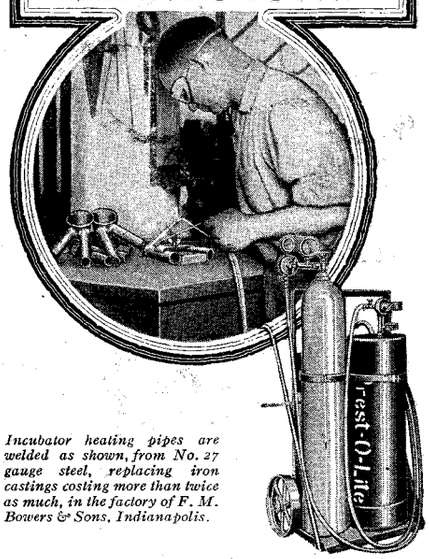

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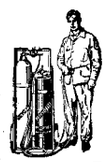

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CURRENT EVENTS

EUROPEAN WAR

IN ROUMANIA

December 7.—The Roumanians retreat along a 125-mile front through Wallachia, escaping the trap of the captors of Bucharest. A total of 100,000 Roumanian prisoners is reported by Berlin.

December 8.—Berlin announces the capture of 27,000 additional Roumanian prisoners in the last twenty-four hours, as the army trapt in the Prahova Valley surrenders. The main body of Russo-Roumanian troops is, however, reported still in retreat northward.

December 10.—The retreating Russo-Roumanian forces are announced in new peril as the Bulgars cross the Danube to menace the flank and rear. Dispatches from Jassy, the provisional capital, state that the entire cabinet, save Premier Bratiano, has resigned. The Roumanian losses since that country entered the war are set by Berlin at 412,000.

December 11.—The Germans holding Bucharest impose a levy amounting practically to $400 a person, or aggregating about $140,000,000, says London.

General von Heinrich, recently governor of Lille during the deportations, is appointed military governor of Bucharest, according to word from London.

The Roumanians lose their last chance to hold Wallachia when the Germans drive them into Moldavia, across the river Jalomitza, capturing thousands of prisoners. The Bulgarians cross the Danube, take the Cernavoda bridge, and the rail-end of Calarasi.

December 12.—The Germans take Mizil and Urziecheni, in Roumania, together with 10,000 additional prisoners during the last three days, according to Berlin. The pursued army continues to fall back for a stand on the Buzeu River.

December 13.—The German invaders approach Buzeu, driving back the Roumanians and taking 7,000 additional prisoners. The retreating army is only forty miles from the border of Moldavia, in the midst of rich oil country.

IN MACEDONIA

December 7.—By counter-attacks the Servians lose two positions recently taken from the Bulgars north of Monastir, near Tirnovo. East of the line, the British raid a series of Turkish positions on the Struma.

December 10.—King Constantine summons and confers with the American Minister to Athens as the Entente orders its citizens to leave the capital.

King Constantine informs one of the legations at Athens that he will join the Central Powers if the Entente breaks off diplomatic relations with him, according to dispatches received at London. The Allies fear an attack on the Servian Army, and attribute to the King a plot inciting the recent uprisings in Athens.

December 11.—General Sarrail's forces advance half a mile in the mountains north of Monastir, driving back the Germans and Bulgars, without, however, taking any important positions.

The British Foreign Office announces that "a very radical solution" of the Greek imbroglio is planned. Revolt breaks out in the Cyclades, while the mayor of Athens, seventy-five years old, and 188 other Venizelists are imprisoned for high treason.

December 12.—The French take five small Bulgar posts on the Vardar River, as well as bringing down an airplane on the Struma front.

December 13.—In a fight with the Greek Royalist troops the French lose Katerina, and the French line is pierced in many places.

An unconfirmed report from Sofia states that 6,000 Albanians routed Italian troops near Pasnesina, in Epirus. In a counter-attack to the eastward the Italian forces defeat and press back the Bulgars opposing them.

WESTERN FRONT

December 7.—The Germans under the Crown Prince gain the crest of Hill 304 at Verdun and raid trenches on Dead Man Hill.

December 8.—Paris reports driving the Teutons from Hill 304, but Berlin denies that the position is lost. Further news from Verdun is lacking, says London.

December 11.—British air-raiders drop a quantity of bombs on German stations in Brussels, Zeebrugge, Oudenarde, and Louvain, under cover of a dense fog, says London.

December 13.—General Nivelle, commander of the French troops at Verdun, is appointed commander of the armies of the north and the northeast as a first step toward reorganizing the French command.

GENERAL

December 5.—Berlin states that the total Entente losses for the entire war exceed 15,100,000 men. The British proportion is the smallest of all, comprising only 8 per cent. of the total, altho including all British colonial losses.

December 7.—Spain joins the United States in protesting against the Belgian deportations.

Lloyd-George accepts the British Premiership and forms a new cabinet. The Labor party agrees to give full support in return for five places in the new Government.

By bayonet-fighting the Teutons take, then lose, a number of trenches north of Shelvov, while the Russians lose a trench near Kovel.

December 8.—The French Government decides to reorganize the cabinet and Army for a more vigorous prosecution of the war.

Turin reports an explosion in the Alessandria munitions-plant, with a death toll of probably fifty. The cause is unknown.

December 9.—South of Kirlibaba the Russians take two heights, 500 prisoners, and some guns. Elsewhere, says London, they lose a number of positions.

Berlin hears that 1,000 have been killed in a Russian ammunition-plant explosion at La Satannaya. The factory was completely demolished. (This recalls the explosion of munitions-ships at Archangel, reported November 21, when 341 were killed and $40,000,000 worth of ammunition destroyed, according to Swedish news sources.)

December 10.—The new British cabinet is announced, with the appointment of Baron Devonport as food-controller.

According to a report received from Berlin, the British liner *Caledonia*, formerly of the Anchor Line, but later in

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use as a transport, was sunk on December 4, after trying to ram a *U*-boat. The captain was taken prisoner.

Berlin reports the arrival of the submersible merchantman *Deutschland* at Bremen, after a nineteen-day trip, carrying a $2,000,000 cargo.

December 11.—The Italian Government announces that after January 1 it will take control of the meat consumption throughout the Kingdom, instituting two meatless days a week.

Berlin reports that German submarines have sunk sixteen ammunition-steamers bound for Russia in the past few weeks.

December 12.—Premier Briand announces that he has reorganized the French cabinet, which includes a council of five men for national defense.

The Central Powers simultaneously present notes to neutral Powers for transmission to the nations of the Entente containing peace-proposals.

December 13.—Archduke Charles Stephen of Austria is selected as Regent of Poland, later possibly to be chosen King.

December 14.—The Austrian ministry, in office a little more than a month, resigns. Herr Alexander Spitzmueller is commissioned by the Emperor to form a new cabinet.

FOREIGN

December 7.—Villa bandits kill two Americans and one Briton in Chihuahua after dynamiting some American mining and milling property at Parral and robbing the German Consul there.

December 9.—Chile gets five submarines from Great Britain as partial payment for two super-dreadnoughts seized while building in British yards at the beginning of the war.

December 10.—Field-Marshal Prince Iwao Oyama, commander-in-chief of the Manchurian army of Japan in the war with Russia, dies in Tokyo, aged seventy-four.

DOMESTIC

December 9.—The Du Pont Company grants a war-bonus of 20 per cent. increase to its employees beginning January 1, 1917.

Destruction of Madison Square Garden, New York, is temporarily forestalled as the New York Life Insurance Company bids it in at auction for $2,000,000.

Good News.—"Charley, dear," said young Mrs. Torkins, "I have good news."

"What is it?"

"The bank sent me word that my account is overdrawn. I looked in the synonym-book and found that 'overdrawn' is the same as 'exaggerated.'"—*Washington Star.*

Wrong Direction.—JUDGE—"How far was the man from you when you first saw him?"

CHAUFFEUR—"Ten rods."

JUDGE—"And you couldn't stop?"

CHAUFFEUR—"I had stopt. He was ten rods behind."—*Boston Globe.*

A Bull's Eye.—PROFESSOR—"What has been the dominant character of America's military program up to the last three years?"

STUDE—"Not prepared, sir."

PROFESSOR—"Correct."—*Gargoyle.*

No Wonder Blue Streak Belts Are Displacing Cheaper Ones

Before the day of high material and labor costs, executives consigned belt-buying to routine channels and the purchases were made on *price.*

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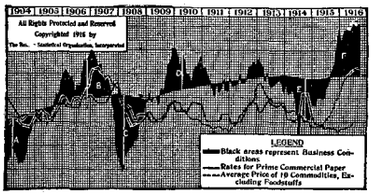
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A Long Look Ahead

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To regulate your investment position properly, you should have a fair understanding not merely of the possibilities of further war profits, but of the conditions which will govern business after the war.

We have outlined our views on problems of the future in a chart with an interesting explanation.

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INVESTMENTS - AND - FINANCE

OUR LOANS TO EUROPEAN COUNTRIES

IT has been computed that the British loan recently brought out in this country for $300,000,000 made the total of our loans to foreign countries since the war began nearly $2,000,000,000; that is, we now hold unmatured obligations of foreign States and cities, or have advanced commercial credits to them, amounting approximately to $1,910,000,000. These figures do not take into account many private arrangements that have been made for credit in this country. The largest borrower has been Great Britain. Including her half of the $500,000,000 Anglo-French loan, the total British indebtedness to us is now $850,000,000. France comes next with $520,000,000. In *The Wall Street Journal* appeared recently a list of foreign loans and credits arranged in this country since the war began and which are still outstanding as follows:

Anglo-French 5-year 5s on 5½% basis	$500,000,000
British 2-year 5% col. loan on 5½% basis	250,000,000
British 3- and 5-year col. loan	300,000,000
French 3-year col. loan on 5¾% basis	100,000,000
French commercial credits	170,000,000
British banks' extended loan	50,000,000
Miscellaneous credits	*50,000,000
City of Paris 5-year 6s on 6.30% basis	50,000,000
London Met. Water Board 1-year 6% disc.	6,400,000
Canada: Dominion 5-, 10-, and 15-year 5s	75,000,000
Dominion 2-year 5s at 5¼%	20,000,000
Provincial	57,500,000
Municipal	63,000,000
Newfoundland 3-year 5s at 5¼%	5,000,000
Argentina: 5-year 6s on 6¼% basis	25,000,000
2- and 3-year 6s on 6¼% basis	10,000,000
Six-months notes	6,000,000
1-year 5s on 4.70% basis	18,500,000
1-year disc. 5% to 5½% basis	15,000,000
Russia 3-year loan on 6½% basis	50,000,000
Italy 1-year 6s on 6% basis	25,000,000
Switzerland 3- and 5-year 5s on 6% basis	10,000,000
Germany 1-year treasury notes, 6% basis	10,000,000
Norway 2- and 3-year 6s on 6% basis	3,000,000
7-year 6s on 5.75% basis	5,000,000
Greece bank credits	7,000,000
Chile bank loan	6,000,000
Sao Paulo, Brazil, 2 11-year 6s	5,500,000
Bogota, Colombia	5,000,000
Sweden 2-year 6s on 6% basis	5,000,000
China banking loans	4,000,000
Panama serial 5s	1,200,000
12-year 5s on 5.25% basis	1,250,000
Bolivia bank loan	1,000,000
Total	$1,910,350,000

*Estimated.

The European belligerents have done $1,542,350,000 of this borrowing, Canada and neutral countries, $368,000,000.

A writer in *Bradstreet's* notes how dealings in the bonds of foreign nations have become a recognized and important department of activity on our stock exchanges, all of which indicates a marked change in our relations with Europe. The writer sees no indication that our readiness to absorb foreign loans is becoming in any way exhausted, for no sooner is one large operation of this kind concluded here than others of the same nature become public. He notes further:

"Last week, for instance, a credit of about $100,000,000 was successfully negotiated with an American banking syndicate on behalf of French banks and commercial establishments, this operation having been immediately preceded by the placing of a $50,000,000 bond issue in the city of Paris. The present week, moreover, brings the announcement that the Government of the United Kingdom is in the immediate future again to come into this country's market as the borrower of a large amount.

"The news on this head is that arrangements have been made for a $300,000,000 British Government note issue bearing interest at the rate of 5½ per cent. It will be divided into two equal classes of $150,000,000 each, one of which will mature in three years and the other in five years from November 1, 1916. The time for offering the new notes to the investing public has not yet been fixt, but this will probably occur within a fortnight or less.

"It will be recalled that in the case of the last $250,000,000 collateral trust obligation of the United Kingdom, which was sold in the American market in August, the $300,000,000 collateral consisted of $100,000,000 each of American, Canadian, and neutral countries' issues. The forthcoming loan, it is believed, will be backed by collateral of a miscellaneous nature, including, perhaps, considerable amounts of stocks and bonds of American railroad and industrial corporations which have been gathered together by the British Treasury under the so-called amortization plan. It will be seen from the above that the new loan is larger by $50,000,000 than the one placed in August, that the rate of interest is ½ per cent. higher, and that the maturities will be three and five years instead of two years. It may also be mentioned that the syndicate which has been formed to underwrite the new two five-year notes includes practically the same banks and banking houses which were identified with the operation concluded in August."

CONTINUED BUILDING ACTIVITIES

Returns of activity in the building trades for October showed large gains over October of last year, just as that month showed heavy gains over October, 1914. *Bradstreet's* printed returns from 141 cities, which "roll up a total of estimated expenditures never before equaled in that autumn month." The October records for six years past and records for ten months in the same six years were given as follows:

	October	*Ten Months*
1916	$82,951,862	$847,395,894
1915	66,494,787	685,755,778
1914	52,535,818	697,223,189
1913	66,141,492	759,266,333
1912	73,128,886	787,604,000
1911	66,746,617	731,762,927

The expenditures for the first ten months of this year in these cities, in fact, exceed those for the entire year 1915. More than that, they are 7.6 per cent. greater than the expenditures in the best year of which we have any record, that year being 1912. Gains, in permits alone, are not made in all parts of the country, decreases being shown in some sections and gains in others, the gains taking place in the Middle and Western groups and in the Far West. When it comes to values, however, the only decrease shown occurs in the Northwest. Values as a whole show a greater increase than do permits, being 24.7 per cent., while the increase in permits is only 5.3 per cent. In values, New York gained 34 per cent., Philadelphia, 36; Cleveland, 70; Detroit and Milwaukee, 120 each; St. Paul, 19; Los Angeles, 79; St. Louis, 7; Buffalo, 13; Boston, 12. Declines in values are shown in several cities: in Minneapolis, 37 per cent.; Pittsburg, 31; Kansas City, 26; Cincinnati, 24; San Francisco, 18.

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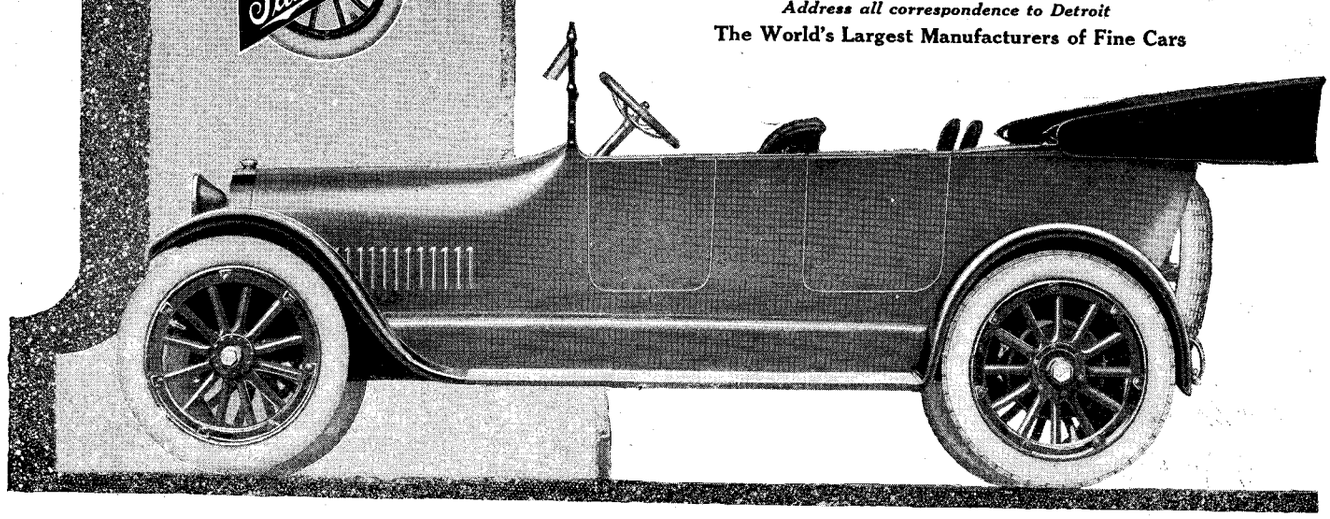

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SPICE OF LIFE

Temerarious The Tenor.—Roy Jones, he of the tenor voice, took chances and visited in Durango this week.—*The Silverton (Col.) Standard.*

Hard to Say.—PASSENGER—"What makes the train run so slow?"

IRATE CONDUCTOR—"If you don't like it you can get off and walk."

PASSENGER—"I would, only I am not expected until train-time."—*Squib.*

Too Willing.—TOM—"I wonder why Harry broke his engagement with Miss Peckem?"

JACK—"According to my information, her father offered to lend him money enough to get married on."—*Indianapolis Star.*

That Depends.—"It always gives a man confidence," remarked the popular candidate proudly, "to know that a vast body of people are behind him."

"Not if they are coming too fast," murmured the horse-thief judiciously.—*Widow.*

Adam Exonerated.—The minister was preaching on little things, how great events from trifling causes spring, and an *obiter dictum* was—"Did you ever reflect that a single man was the father of the human race?" Several members of the congregation subsequently assured each other that they regarded Adam as married.—*Manchester Guardian.*

Wise Bride.—"Now," said the bridegroom to the bride, when they returned from their honeymoon trip, "let us have a clear understanding before we settle down to married life. Are you the president or the vice-president of the society?"

"I want to be neither president nor vice-president," she answered. "I will be content with a subordinate position."

"What position is that, my dear?"

"Treasurer."—*Tit-Bits.*

Looked Suspicious.—As Widow Watts bent industriously over her washtub, she was treated to polite conversation by a male friend, who presently turned the conversation on matrimony, winding up with a proposal of marriage.

"Are ye sure ye love me?" sighed the buxom widow, pausing in her wringing.

And the man vowed he did.

For a few minutes there was a silence as the widow continued her labor. Then suddenly she raised her head and asked him, suspiciously.

"You ain't lost yer job, 'ave yer?"—*Chicago News.*

All Right.—TEACHER—"Now, boys, I want to see if any of you can make a complete sentence out of two words, both having the same sound to the ear."

FIRST BOY—"I can, Miss Smith."

TEACHER—"Very well, Robert. Let us hear your sentence."

FIRST BOY—"Write right."

TEACHER—"Very good."

SECOND BOY—"Miss Smith, I can beat that. I can make three words of it—Wright, write right."

THIRD BOY (excitedly)—"Hear this—Wright, write rite right."—*Tit-Bits.*

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have often wished, haven't you, that your mind would give you *all* the power you want, *when* you want it—that you could command your brain as you wish, and concentrate on any subject at will. Here is the help you need to acquire this ability—a book which will give you the complete command of your mind that you need.

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by the famous French Psychologist, Jules Payot. A book whose wonderful value has carried it through *thirty editions*. It has been published in seven different languages, and this is the authorized English edition. It is unqualifiedly endorsed both by scientists and laymen. *M. S. Vandewater*, Chicago, says: "It is just what I have been looking for—something practical and sensible. The best book on self-help I have had the privilege of reading." *Leigh Mitchell Hodges*, of the *North American*, Philadelphia, says: "The book is epochal and monumental, and every young man in America should read it." *E. H. Lindley*, Professor of Psychology and Philosophy, Indiana University, says: "It is an admirable book and you have rendered a great service in providing a translation." It shows you—

HOW—

TO overcome the habits of thoughtlessness, carelessness, laziness, lack of determination, lack of enthusiasm, etc.—TO exercise your will power over your ideas and desires—TO form good habits; take advantage of your good impulses; defeat your bad ones—TO maintain your health by wise management of your mental and physical work and rest—TO rest, sleep, and lounge profitably—TO work to the best advantage; choose the best times for work; get real happiness from your work—TO combat sensuality, vanity, and other bad habits, and avoid the causes of them—TO break a line of thought that is undesirable; to forget what you want to forget; to remember what you want to remember—TO develop your power of observation; to meditate profitably; to overcome "dreaming"—TO develop personality and character in yourself and understand it in others.

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Small Gain.—EMPLOYER—"Can you write shorthand?"

APPLICANT—"Oh, yes, only it takes me longer."—*London Notes.*

That Ended It.—"I am afraid it won't fit," she said as she tried the ring.

"That's funny," he mused, "I never had any trouble with it before."—*Gargoyle.*

Captious.—"Is this beef too rare for you, Mr. Simpkins?"

"Well, since you ask me, Mrs. Skinner, I would like it a little oftener."—*Christian Register.*

What Did She Know?—At an evening party the hostess had coaxed a protesting guest to sing. After the song she went up to him smiling. "Oh, Mr. Jenkins," she said, "you must never tell me again that you can't sing—I know now!"—*Argonaut.*

Accuracy.—"I am delighted to meet you," said the father of the college student, shaking hands warmly with the professor. "My son took algebra from you last year, you know."

"Pardon me," said the professor, "he was exposed to it, but he did not take it."—*Christian Register.*

Precautions.—Grown old in the service of his master and mistress, James was a privileged retainer.

He was waiting at table one day, when a guest asked for a fish-fork, but the request was ignored.

Then the hostess noticed the episode, and remarked, in a most peremptory manner:

"James, Mrs. Jones hasn't any fish-fork. Get her one at once!"

"Madam," came the emphatic reply, "last time Mrs. Jones dined here we lost a fish-fork."

James has now been relegated to the garden.—*Tit-Bits.*

Injured Pride.—After a recent *Zeppelin* raid, when the worst was over, a resident went out into the town to see what damage had been done. In the darkness he heard a group of women talking loudly, and judging them a clue not to be neglected he followed them along an entry into the back yard of a house. The debate never ceased, but he was unable to get the hang of it until one of the women—the most eloquent—appealed directly to him. "'Ere," she said, "do you call it fair? T' bomb dropt in our yard, an' a bobby's gone and took it away—never even give me a receipt for it. It's *our bomb.*"—*Manchester Guardian.*

The Difference.—"Well, George," said the president of the company to old George, "how goes it?"

"Fair to middlin', sir," George answered. And he continued to currycomb a bay horse.

"Me an' this here hoss," George said, suddenly, "has worked for your firm sixteen year."

"Well, well," said the president, thinking a little guiltily of George's salary. "And I suppose you are both pretty highly valued, George, eh?"

"H'm," said George, "the both of us was took sick last week, and they got a doctor for the hoss, but they just docked my pay."—*Home Companion.*

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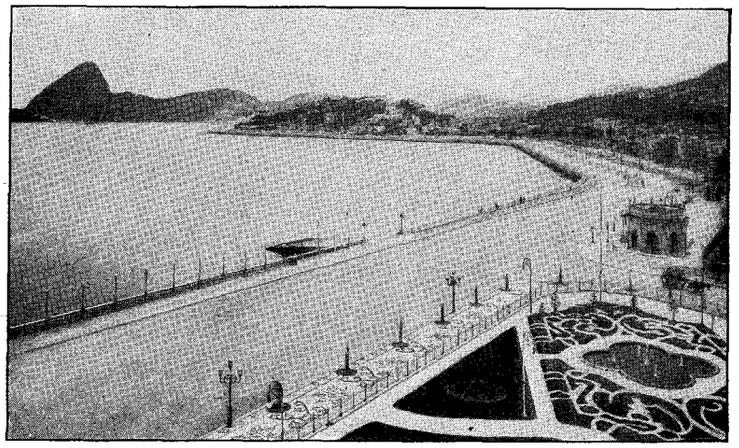
Near by is our own Dixieland with its Pinehursts and Palm Beaches (or is there but one?); combining with a transcontinental trip are the Santa Barbaras and Del Montes of sunny California; just off our shores are Bermuda and Nassau, and tempting us farther southward afloat is the "call of the Caribbean," in a quiet insistence no less appealing than the "tinkly temple-bells" of the Far East of which Kipling writes. Jamaica, Cuba, Porto Rico, the Barbados, sunlit ports along the Colombian coast, Cristobal, Panama, and the quaint byways of Central America invite the traveler in search of rest and recreation. The invitation, once accepted, is usually followed by a desire to return each year as the winter season approaches.

Below the equator is that vast continent, rich in interest, of which we as a people know so little; while over the vast sweep of the Pacific are Hawaii, the Philippines, the islands of the South Sea, not forgetting the cherry-blossoms of Japan, to tempt the winter traveler with the lure of new and curious sights and experiences.



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RIO DE JANEIRO'S FAR-FAMED SEASIDE BOULEVARD.

WINTER RESORTS IN DIXIELAND

Along the southern Atlantic seaboard and in the mountain hinterland of the Alleghanies are many alluring winter playgrounds. Here midwinter is tempered by latitude, and in the mountains the air is made tonic by high altitude. In Virginia, at Old Point Comfort and at Virginia Hot Springs, amid mountain scenery, are delightful winter resorts. Three great railway systems with connections furnish access to the territory southward, each being a through route from New York to Florida. Intersecting the mountain region of western North Carolina, often termed "The Land of the Sky," is the Southern Railway. The lowest point of this vast plateau is more than 2,000 feet above sea-level. Within 30,000 square miles are eighty mountain peaks higher than 5,000 feet and sixty peaks higher than 6,000 feet. Great forests, sparkling lakes and streams, and rushing rivers are found in profusion. Asheville, with its dry air, high altitude, excellent hotels, and 100-acre 18-hole golf course, has long been a favorite resort. Tryon, in the very heart of the Southern Appalachians, is noted for its mountain drives and climbs. Hot Springs, Hendersonville, Waynesville, are other healthful resorts in North Carolina. Continuing southward we find attractive winter resorts at Columbia, Camden, Charleston, and Aiken in South Carolina. Augusta and its near neighbors, Summerville and Savannah, all three in Georgia, are much frequented by Northerners in the winter. The Seaboard Air Line, following the lower altitudes to the eastward, is the direct route to Pinehurst, Southern Pines, Camden, and other places in the famous long-leaf pine belt. Pinehurst, sixteen and one-half hours by rail from New York, is far-famed as a winter golf center. Its four courses cover five hundred acres, extending over a distance of twelve miles. Other out-of-door sports are also popular. The winter temperature averages 51 degrees. Southern Pines is midway between New York and Florida. Here are excellent hotels and a cottage colony with golf, fox-hunting, canoeing, fishing, and motoring as amusements. Nearest the coast extends the Atlantic Coast Line passing through Augusta, Savannah, and Brunswick, Ga., and Charleston, S. C. The northern terminus of the Southern Railway is Washington; of the Seaboard Air Line and Atlantic Coast Line, it is Richmond. Through trains for the South over each system run from New York via the Pennsylvania Lines.

IN ROMANTIC NEW ORLEANS

"For the artist, the invalid, the idler, the writer, the woman of fashion, the man of the world, the busy worker taking a vacation, New Orleans is the very king or queen, or all the royal family, of winter resorts," says a writer on the "Crescent City." What Quebec is to the North in historical interest and Old-World flavor, New Orleans is to the Southland. In climate she offers a delightful midwinter resort. Her gardens and courtyards are luxuriant with tropical vegetation and fragrant with flowers. Her French, Spanish, and American civilization have each left an imprint. Here are the French Quarter that was settled centuries ago, with narrow streets lined with quaint buildings, and the modern Canal Street bordered with handsome shops. A long list of interesting sights awaits the visitor—historic Jackson Square with its St. Louis Cathedral, built in 1794; the Cabildo, erected under the Spanish régime; the Presbytère, formerly the home of the Capuchin priests, is the garden quarter of St. Charles Avenue, with its exquisite examples of floriculture, quaint little eating-houses tucked away in unobtrusive places where delectable Creole dishes are served. Then there is the great annual Mardi-gras carnival, culminating on the Tuesday immediately preceding Ash Wednesday. New Orleans is the southern terminus of the Illinois Central and the Louisville & Nashville systems, the eastern terminus of the Southern Pacific's lines to the Pacific Coast, the southern port of the Southern Pacific Steamship Company's New York steamers, and a port of departure for the United Fruit Company's various cruises and the Southern Pacific ships to Havana.

RAIL ROUTES FROM EASTERN AND MIDDLE-WESTERN STATES TO THE SOUTH

The Atlantic Coast Line will operate throughout the present winter months four through trains, as follows:

Florida and West-Indian Limited.—New York, Philadelphia, or Washington to Augusta, Charleston, Savannah, Jacksonville, Key West, and Port Tampa. From Pennsylvania Station, New York, 9.15 A.M.

Palmetto Limited.—Through cars, New York, Philadelphia, or Washington to Charleston, Savannah, Jacksonville, Tampa, and St. Petersburg. From Pennsylvania Station, New York, 3.34 P.M.

Coast Line Florida Mail.—New York, Philadelphia, or Washington to Jacksonville. From Pennsylvania Station, New York, 9.30 P.M.

The New York and Florida Special (effective January 3, 1917).—Daily. Solid Pullman train, New York to Jacksonville, St. Augustine, Ormond, Daytona, Palm Beach, and Miami. From Pennsylvania Station, New York, 2.12 P.M.

The Seaboard Air Line offers a winter service from New York and Washington southward, consisting of five through trains, including:

Florida-Cuba Special to Richmond, Pinehurst, Savannah, Jacksonville, Orlando, Tampa, St. Petersburg, Sarasota, and Venice. Leave Pennsylvania Station, New York, 3.34 P.M.

Seaboard Fast Mail to Richmond, Savannah, Jacksonville, Tampa, St. Petersburg, Sarasota, and Venice. Leave Pennsylvania Station, New York, 12.30 A.M.

The Flamingo to Richmond, Savannah, Jacksonville, Miami, Key West (Havana steamer connection), and Tampa. Leave Pennsylvania Station, New York, 9.15 A.M.

Atlanta-Birmingham Special to Richmond, Atlanta, Birmingham, and Memphis. Leave Pennsylvania Station, New York, 3.34 P.M.

Seaboard Fast Mail to Richmond, Hamlet,

(Continued on page 1675)

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THE LEXICOGRAPHER'S EASY CHAIR

In this column, to decide questions concerning the current use of words, the Funk & Wagnalls New Standard Dictionary is consulted as arbiter.

Readers will please bear in mind that no notice will be taken of anonymous communications.

"J. A. S.," Dedrickal, Mich.—"(1) Kindly explain the meaning of *Chauvinism* and *Armageddon*. (2) Can you tell me what the quotation 'We who are about to die salute you' comes from? (3) Who was the leader in the House of Representatives at the time of Lincoln's assassination, the one who planned the Reconstruction and putting the negroes in the ascendency in the South?"

(1) "Chauvinism" is the extravagant glorification of one's own country, often associated with a bellicose spirit. The word is derived from Chauvin, a French soldier, who had an exaggerated devotion to his old master, Napoleon. (2) "Armageddon" occurs in the Book of Revelation xvi: 16, as the final battle-ground of the nations. The term was applied by Colonel Roosevelt to the contest between the "Bull Moose" party and the Republican party. (3) The words *Morituri te salutamus*, translated, "We who are soon to die salute thee," were spoken by the ancient Roman gladiators in the amphitheater as they passed before the Emperor. (4) Thaddeus Stevens (born 1792, died 1868) was the leading statesman in connection with the Reconstruction.

"G. W. K.," Washington, D. C.—"Was the battle fought on Alamance Creek, N. C., in 1771, the first of the war for American independence? If not, what relation did it have to the Revolutionary War? How many were killed and how many were wounded in this battle?"

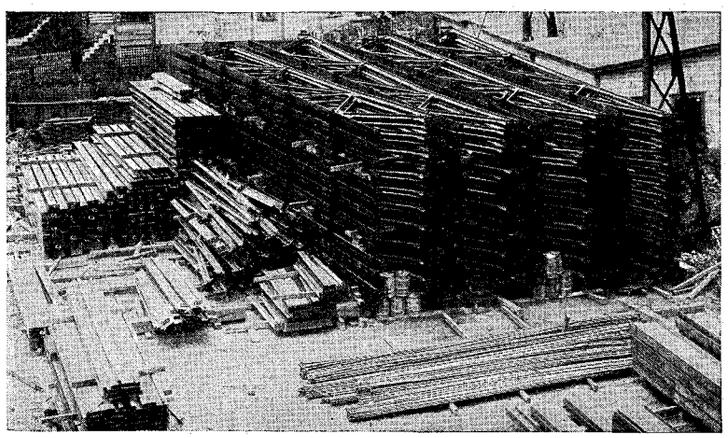
The battle at Alamance Creek had nothing to do with the War of Independence. A body of men called "Regulators" rose up in 1765 in North Carolina against what they considered excessive taxes and extortionate fees. Various disturbances occurred, which culminated in May, 1771, when it was decided to suppress the Regulators by force. Accordingly, Governor Tryon, at the head of a large force, proceeded against them, and on May 16, met about 2,000 Regulators at Alamance Creek. Here occurred a fight which lasted two hours, ending in a decisive victory for the Loyalists, who, however, lost seventy men in killed and wounded. The Regulators lost nine killed, a great number in wounded, and fifteen prisoners, of whom seven were executed. Subsequently, the Regulators took the oath of allegiance and their leaders were pardoned by the King. During the Revolution most of the Regulators espoused the royal cause, which goes to show that the battle of Alamance Creek had little to do with the War of Independence.

"E. C. C.," St. Paul, Minn.—"Is the sentence 'I do not think you will hear anything of the matter' correct? Should it not be, 'I think you will not hear anything of the matter'? We often say, 'I *do not think*' when in fact 'I do think' is the case. As in the following, 'I do not think it will freeze.' Should it not be 'I think it will not freeze'?"

Altho condemned as a solecism by some writers, the expression, "I do not think . . . " is a well-established English idiom as wide-spread as the language, and as aged as Old, Middle, or Modern English. But one may, perhaps, be permitted to point out that two of the meanings of the word "think" are sometimes confused. These are "to act with the mind," and "to hold as an opinion." Take for example, "*I do not think* that that is true." Here the meaning differs from "*I think* that that is *not* true." Why? Because one may *think* about the matter (hold it in mind) without *thinking* (holding the opinion) that it is true or that it is false. The late Archbishop Whately (1787–1863) is authority for the statement that "I don't think so" is good English, and the LEXICOGRAPHER accepts it in preference to the cold, formal, and periphrastic form, "I think it is not so."

"E. W.," Kansas City, Kan.—"Are children in Mexico and Spain compelled to go to school?"

In both Spain and Mexico education is nominally compulsory, but the obligation is not strictly enforced, as is evidenced by the fact that in Spain 58.7 and in Mexico 75.3 per cent. of the people are illiterate.



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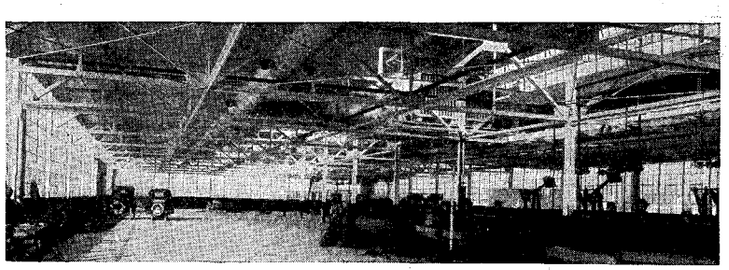

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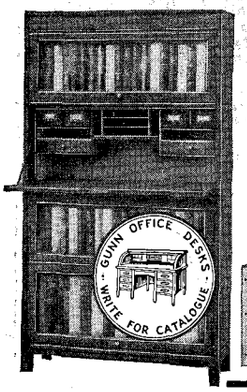

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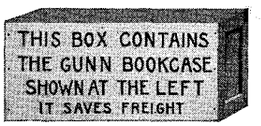

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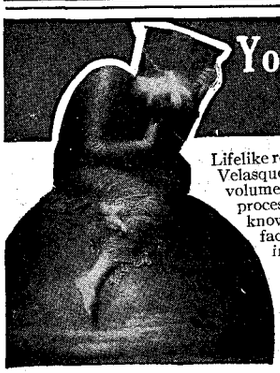

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"A. L. B.," Cambridge, Vt.—"What is the definition of the term 'Pragmatism,' as applied to the theology recently developed and supported by William James?

William James defines the scope of *Pragmatism* as follows: "The whole function of philosophy ought to be to find out what definite difference it will make to you and me, at definite instants of our lives, if this world-formula or that world-formula be the true one." He says further: "On Pragmatic principles, if the hypothesis of God works satisfactorily in the widest sense of the word, it is true." *Pragmatism*, strictly speaking, has no supernatural theology, but values the "hypothesis of God" for what it means in actual human experience. It lays stress on the value of a belief in God, but does not attempt to prove his existence.

"J. E. F.," Indio, Cal.—"(1) Is this sentence correct? If so, why? 'We might have got away.' (2) What is the physicological definition of 'anger'?"

(1) The sentence is correct and is in the past perfect tense of the potential mode, which expresses possibility. (2) There can hardly be a physicological definition of "anger," as anger is a purely mental emotion, altho usually expressing itself, like other emotions, in physical acts and expressions.

"C. G. M.," New York, N. Y.—"Kindly advise me which of the following sentences is correct—'I shall be there *providing* the weather is clear,' or 'I shall be there *provided* the weather is clear.' I should also like to know the rule governing this case."

"Provided" is the better word. It is defined as a conjunction, having the meaning of "On condition; it being stipulated or understood; a conditional particle." There is, however, good authority for the use of "providing" in the same sense.

"G. T. B.," St. Paul, Minn.—"In business correspondence, does good form require a salutation and a complimentary closing? We have eliminated both. We have been advised that in correspondence between departments these forms are unnecessary."

The omission of the usual complimentary forms in business correspondence is so unusual that it might be taken for discourtesy.

"D. B.," Eldorado, Ill.—"Could you name the authors of the following quotations?

(1) 'She doeth little kindnesses
Which most leave undone or despise.'

(2) 'He prayeth best who loveth best
All things both great and small.'"

(1) Lowell's "My Love." (2) Coleridge's "Ancient Mariner."

"K. G. B.," Bogota, N. J.—"Is a young lady, not of age, even tho a native, a citizen in the correct sense of the word?"

As she does not enjoy all the rights and privileges of a citizen, how can she be designated as one? Once she becomes of age, she, if born in the United States, may become a citizen of that State if born of alien parentage, or is a citizen of the United States if her parents were before her. This reply pays no attention to a possible play on the word *citizen* which in the United States applies to male or female persons born beneath the American flag.

"H. M. C.," Emporia, Kan.—"(1) Kindly give me the origin, meaning, and correct use of (*sic*). (2) Also, what is the meaning of *LXX* referring to Bible literature?"

(1) The word *sic* printed in italics in parentheses after a quotation stands for the English word "thus," meaning that the expression or the word which precedes it is reproduced exactly in the same manner as it was written by the original writer. (2) The abbreviation *LXX* to which you refer stands for the word *Septuaginta*, which is a Greek version of the Old Testament Scriptures made between 280 and 130 B.C. Its name is derived from the traditional seventy or seventy-two translators of the Hebrew Scriptures into Greek, the word *Septuaginta* being the Latin for seventy.

"N. M. C.," Red Bluff, Cal.—"Do all Hindus have the surname 'Singh'?"

Singh is from Sin'h or Sinha, a lion; a title borne by several military castes of northern India, by Rajputs, by Brahmans, and likewise by Sikhs of the Jat race when following the military profession.

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WHERE TO GO FOR THE WINTER VACATION

(*Continued from page* 1672)

Atlanta and Birmingham. Leave New York, 12.30 A.M.

Over the Southern Railway system and connecting lines six trains to the South are operated daily from New York, and six other through trains from the West and Northwest. From New York, Philadelphia, and Washington the service is as follows:

New York and New Orleans Limited to Lynchburg, Danville, Salisbury, Charlotte, Spartanburg, Atlanta, Montgomery, Mobile, and New Orleans. Leave Pennsylvania Station, New York, 4.35 P.M.

Memphis Special to Lynchburg, Bristol, Morristown, Knoxville, Chattanooga, and Memphis. Leave Pennsylvania Station, New York, 9.30 P.M.

Birmingham Special to Lynchburg, Danville, Salisbury, Charlotte, Spartanburg, Greenville, Atlanta, and Birmingham. Leave Pennsylvania Station, New York, 11.08 A.M.

Washington-Chattanooga Limited to Lynchburg, Bristol, Knoxville, Chattanooga, Birmingham, Meridian, New Orleans, and Vicksburg. Leave Pennsylvania Station, New York, 3.34 P.M.

United States Fast Mail to same points as the Birmingham Special. Leave Pennsylvania Station, New York, 12.30 P.M.

Augusta Special to Charlotte, Columbia, Trenton, Aiken, and Augusta. Leave Pennsylvania Station, New York, 1.08 P.M.

Service from the West and Northwest includes:

The Royal Palm from Chicago to Jacksonville, via Big Four and Queen and Crescent systems and Southern Railway, the route being through Indianapolis, Cincinnati, Lexington, Chattanooga, Atlanta, and Macon. Leave Chicago, "Big Four," 10.05 P.M.

Florida Special and Ohio Special through trains between Cincinnati and Jacksonville, in connection with the Queen and Crescent Route, passing through Cincinnati. Also from Detroit, Toledo, Cleveland, St. Louis, and Louisville. The Florida Special leaves Cincinnati, 8.10 P.M. The Ohio Special at 8.10 A.M.

Carolina Special between Cincinnati and Charleston, S. C., through the Asheville region—"The Land of the Sky." Leave Cincinnati, "Q. & C." at 6.35 P.M.

St. Louis Special from St. Louis and Louisville to Asheville with connection here for Spartanburg, Columbia, Savannah, and Jacksonsille and Florida resorts. Leave St. Louis, Southern Railway, 8.56 A.M.

Kansas City-Florida Special from Denver, via Rock Island, 9.30 P.M. Kansas City, via Frisco lines, 5.55 P.M. to Memphis and Birmingham and thence via Southern Railway to Atlanta, Macon, and Jacksonville.

The Pennsylvania system will continue to operate *The Southland*, a through train from Chicago to Jacksonville over its own and connecting lines. This train leaves Chicago, 11.55 P.M., traversing the Blue Grass region of Kentucky and the Cumberland and Blue Ridge region by daylight. Through sleeping-cars between Grand Rapids and Jacksonville are carried.

The Panama Limited, a 23-hour train between Chicago and New Orleans, has been recently placed in service by the Illinois Central, leaving Chicago at 12.30 P.M. A train will leave St. Louis at 4.30 P.M., with through sleeping-cars, to connect with this train at Carbondale, Ill. The former train of the same name will continue in service under the title of the *New Orleans Limited*.

The Dixie Flyer from Chicago to Jacksonville, via Evansville, via Chicago and Eastern Illinois, Louisville and Nashville, and connecting lines, from Chicago, 10.25 P.M.

The Dixie Limited starting from Chicago, 11.30 A.M. and St. Louis, 2.15 P.M. and proceeding over Chicago and Eastern Illinois, Louisville and Nashville, Atlantic Coast Line, and connecting lines.

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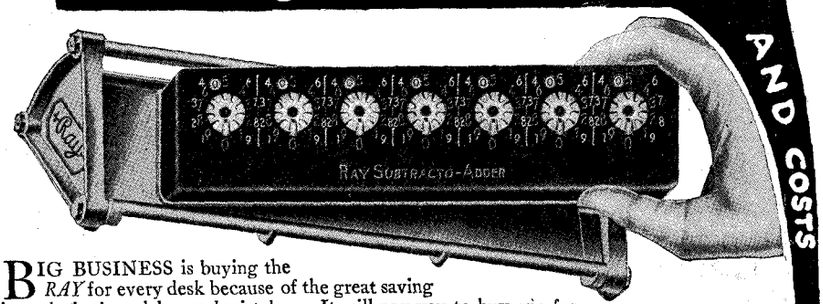

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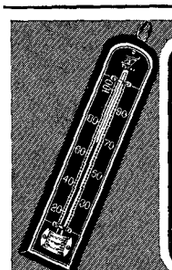

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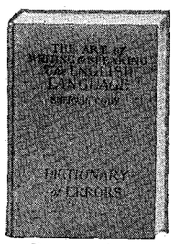

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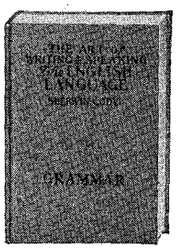

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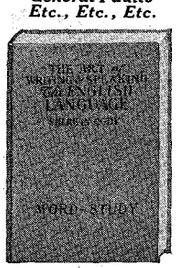

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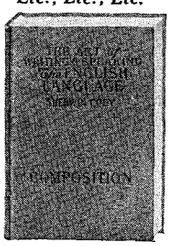

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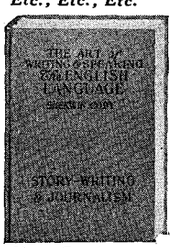

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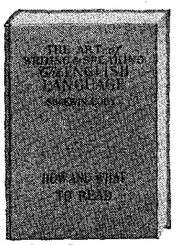

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WINTER PLAYGROUNDS OF FLORIDA

Few States offer a greater diversity of winter resorts and winter pastimes than Florida. Here are ocean, lake, and river resorts in profusion. Here, too, is the unfailing fascination to the Northerner of seeing vast groves of citrus-trees laden with golden fruit. The present season in Florida promises to be the greatest on record. Hotel or cottage reservations should be made at once.

The resorts of Florida are divided naturally into three regions—those bordering the east coast; those situated in the lake and river region of the interior; and those on the west coast. For all of these Jacksonville is the main gateway. The Northern tourist, whether by rail or water, passes from here over diverging routes. Three rail systems distribute the traffic. The Florida East Coast leads directly to all the east coast resorts, while the Seaboard Air Line and Atlantic Coast Line form a network of highways to central and western portions of the peninsula. These rail lines are supplemented by numerous boat facilities on Florida's many miles of navigable lakes and rivers. Within the limits of a brief sketch it is possible to give only a mere hint of the numerous winter playgrounds.

Leaving Jacksonville for the east coast we come in turn to Atlantic Beach with its profusion of outdoor pastimes; historic St. Augustine; Ormond with its links; Daytona and Seabreeze with their famous beaches; Palm Beach, the rendezvous of fashion and wealth; Miami, the Mekka of yachtsmen, connected with Jacksonville by the Dixie Highway; Cocoanut Grove, on a hillside overlooking the ocean, and away out on one of the Keys that haunt of your real fisherman, Long Key Camp. If your journey has led you to the southern part of the east coast, you will do well to make the one hundred-mile trip over that marvel of engineering, the overseas division of the East Coast Railway, passing over the clear waters of the ocean on great concrete viaducts and over scores of intervening coral keys. At Key West, the terminus, the trip may be continued by steamer to Havana or by the same means to Tampa. The premier resort of the east coast, Palm Beach, is thus pictured by Harrison Rhodes in his book, "In Vacation America":

"Palm Beach is our most satisfactory achievement in watering-places along the traditional European lines. It has as preposterously short and perfervid a season as Trouville or Deauville. It has prices—if you insist on them—as high and as really exhilarating as those at Monte Carlo; you believe, at least while you abandon yourself to the Palm Beach spell, that not to be rich is something unworthy and discreditable, something not to be mentioned before nice people. . . . Palm Beach is fantastically rich and idle and gay—and useless, if you like. It is a kind of dream of blazing flower-gardens and *allées* of palms. Its most characteristic sport is the wheel-chair—the Afro-mobile, so called from the black slave of the pedal who propels you. The golfers who languidly dot the flat green seem only to do it that they may make wheel-chair idleness the more attractive. In the same way watching the bathers from under a striped awning competes on fair terms with bathing itself. And eating and drinking here tend to become not only kings of indoor, but of outdoor, sports. The games of chance, too, which so enliven the quest of rest and health

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abroad, are discreetly provided, and in the agreeable confusion of the tables certain ideals of democracy—that is to say, ideals for the fraternizing of the rich—are satisfied."

If your trip to Florida is by sea you will have the pleasure of a twenty-mile sail up the St. Johns, Florida's most stately river, to Jacksonville. A search-light and daylight trip may be taken up the river from Jacksonville by the St. Johns River Line of the Clyde Steamship Company, to Sanford, the head of navigation. Among the river resorts reached by this trip are Palatka, Astor, Deland (Florida's center of culture and education), and Orange City. Among other resorts in the central lake and river region may be mentioned Florence Villa, with ninety-seven lakes within a five-mile radius; Winter Park, set amid lakes and tropical vegetation; Orlando, surrounded by lakes; Apopka, celebrated for its fishing; Lakeland, in hills well above sea-level.

On the deep bays and peninsulas of the west coast are found some of Florida's most attractive winter playgrounds. Here we find Tarpon Springs with golfing, boating, bathing, and hunting; Clearwater, on high bluffs of the Pinellas Peninsula; Belleair, noted as having the best links in the State; St. Petersburg, with its magnificent beach; Tampa, ideally situated on Tampa Bay; Sarasota, famous for its fishing; Venice, southernmost terminal of the Seaboard Air Line; Punta Gorda, a famous tarpon resort; and Fort Myers, beautifully located on the Caloosahatchee River, the terminus of the Atlantic Coast Line System. Steamer service is provided from Tampa to near-by resorts. Regular sailings between Port Tampa and Key West are made by the Peninsular and Occidental fleet.

Along the northwestern coast of Florida extends a series of resorts which are attracting increasing numbers of visitors from the North. Here is found a mingling of the salt air of the ocean with the fragrance of pine forests. Golf, tennis, boating, hunting, and fishing are among the available winter pastimes. Pensacola, which forms the chief rail gateway to Florida from the west, is a city of historic interest and also a delightful resort. The chief rail system to this portion of the State is the Louisville & Nashville.

The cost of a trip to Florida by rail, New York to Jacksonville and return, exclusive of meals and Pullman accommodations, is $51.30. The cost of a trip by ocean from New York to Jacksonville and return, via Clyde Line, is $43.30 and upward, including meals and berth. From Boston to Jacksonville by Merchants & Miners Transportation Company's steamers the round-trip rate, including all accommodations, is $45.

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Location	*Club*	*Holes*	*Lgths*
Altamonte Spring	Altamonte Golf Links	9	1,634
Atlantic Beach	Atlantic Beach Golf Club	18	6,000
Belleair	Belleair Country Club	18	6,218
Belleair	Belleair Country Club	18	5,763
Boca Grande	Boca Grande Golf Club	9	2,900
Bradentown	Bradentown Municipal Links	9	3,100
Clearwater	Clearwater Golf Club	9	3,185
Cocoanut Grove	Cocoanut Grove Country Club	18	5,735
De Land	College Arms Course	18	5,960
Eustis	Ocklawaha Golf Club	9	2,421
Florence Villa	Florence Villa Golf Club	9	2,538
Fruitland Park	Fruitland Park Golf Club	18	6,125
Green Cove Springs	Qui-si-sana Golf Club	9	2,779
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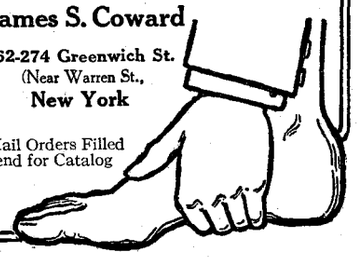

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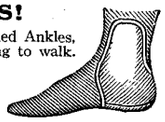

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Miami Beach	Miami Beach Golf Club	18	6,088
Ocala	Ocala Heights Golf Club	9	2,652
Orlando	Orlando Country Club	18	2,521
Ormond	Hotel Ormond Golf Club	18	6,028
Ortega	Florida Country Club	18	5,588
Palm Beach	Palm Beach Golf Course	18	5,100
Rockledge	Rockledge Golf Club	9	2,548
St. Augustine	St. Augustine Country Club	18	6,288
St. Augustine	St. Augustine Golf Club	9	2,490
St. Petersburg	St. Petersburg Golf Club	18	6,084
Seabreeze	Hotel Clarendon Golf Course	18	3,600
Tallahassee	The Hill City Golf Club	9	3,050
Tampa	Palma Ceia Golf Club	18	6,415
Tampa	Tampa Automobile & Golf Club	18	5,145
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THE BERMUDA ISLANDS

Set in iridescent waters, coral lined, beneath skies of exquisite azure, their winter climate mellowed by the warmth of the Gulf Stream, the Bermuda Islands for generations have combined to make a winter resort of unusual charm. It is only about forty-eight hours' sail from the bleak winter of New York to this little land of palms, oleanders, pomegranates, lilies, and roses. Indeed, as Euphemia Young Bell says in her book, "Beautiful Bermuda," "Little Bermuda is a mystery. As a picture-gallery it is wonderful. Passing along in carriage or on wheel, one seems to be looking at moving pictures. Look where you will, around, above, in the earth, and beneath the water, a picture is revealed, and as beauties unfold, the question is often asked, 'Why have you never told me that Bermuda is such a beautiful place?' And the answer is, 'We have told you of its beauties, but you did not seem to understand; nor does any one.' Words can not do justice to Bermuda; nor do any realize how there can be so much variety in so little space. Yet it is the variety on a scale so small that makes the little wonderland!"

Hamilton, the port of entry to the islands, is the seat of the Bermuda Parliament. Delightful excursions radiate from this capital. St. George is a quaint and ancient town. Here is the church, St. Peter's, three hundred years old, with communion vessels dating from the period of Charles II. *En route* to St. George is Neptune Grotto, one of the natural wonders of the Islands, with its ancient ducking-stool. Among the favorite excursions are those to the reefs in glass-bottomed boats, to the Admiral's Caves, Tom Moore's house, at Walsingham, and Gibb's Hill Lighthouse.

This winter the Quebec Steamship Company will operate two steamers every week between New York and Bermuda. First-class round-trip tickets, including meals and berth, are from $30 upward. This line and tourist agencies offer inclusive tours of a week or more at prices ranging from $50 and upward. Bermuda is also a port of call by the Royal Mail Steam Packet steamers sailing from Halifax.

THE BAHAMAS

Modern writers have endeavored to portray the attractions of the Bahamas, but it is doubtful if any have succeeded in drawing a more vivid picture than that presented by Christopher Columbus, their discoverer. After landing on the shores of "Guanahanè" on October 12, 1492, and naming the island which is now known as New Providence, San Salvador, he wrote as follows: "The loveliness of this island is like unto that of the Campaña de Cordoba. The trees are all covered with ever-verdant foliage, and perpetually laden with flowers or fruit. The plants in the ground are full of blossom. The breezes are like those of April in Castile."

Nassau, the chief port, is a city which holds forth a variety of winter amusements, including tennis, golf, fishing, sailing, and bathing. The climate is remarkably equable, the average winter temperature being 72 degrees. Nassau is only three days' sail from New York by the twin-screw express-steamers of the Ward Line *en route* southward. Stop-over privileges at Nassau are allowed on all through tickets southward. The round-trip fare from New York to Nassau is $90. Nassau is less than two hundred miles from the coast of the United States, and a steamer service between Jacksonville and Nassau will be maintained by Ward Line steamers beginning January 8, the round-trip rate between Jacksonville and Nassau being $40.

CUBA, FOR THE WINTER TRAVELER

Cuba is fast awakening to a realization that the winter tourist, having discovered her attractions, historical and natural, is descending upon her shores in vastly increasing numbers. Perhaps Cuba has not risen fully in making preparations to care for this army of visitors. Perhaps she has not yet awakened, as other famous resorts have done, to the profits, direct and indirect, which are the reward of those catering to pleasure travel. But it is certain that Cuba is now busy perfecting her travel facilities and has made rapid progress toward this end. However, if a trip to "The Pearl of the Antilles" is planned this winter it is necessary that hotel accommodations be engaged well ahead. Probably numerous winter tourists, making their initial trip to Cuba, have felt the same sensations as those described by Richard Davey in his book, "Cuba, Past and Present," when he says:

"Arriving (at Havana), as I did, from New York, which I had left deep in snow, this summer scene was most exhilarating, and the exceeding transparency of the Cuban atmosphere added considerably to its beauty. Everything seemed unusual, novel, and, above all, utterly unlike what I expected. From the sea, Havana might be Malaga or Cadiz, but when you land, memories of Pompeii immediately crowd upon you. What we should call the city proper, the commercial quarter of the Cuban capital, consists of a labyrinth of narrow lanes, traversed by one or two broadish streets, the two principal of which are known all over Southern America and the West Indies as Calle O'Reilly and Calle Obispo, and run from the Governor's palace right out to the walls of the city."

With Havana as a base, interesting excursions, occupying a day or less, may be made to various points of interest. These are made either by motor, trolley, or rail lines, which radiate from the great Central Station. Five main railway systems provide transportation—the Western Railway for the Province of Pinar del Rio; the United Railways of Havana, with a net-

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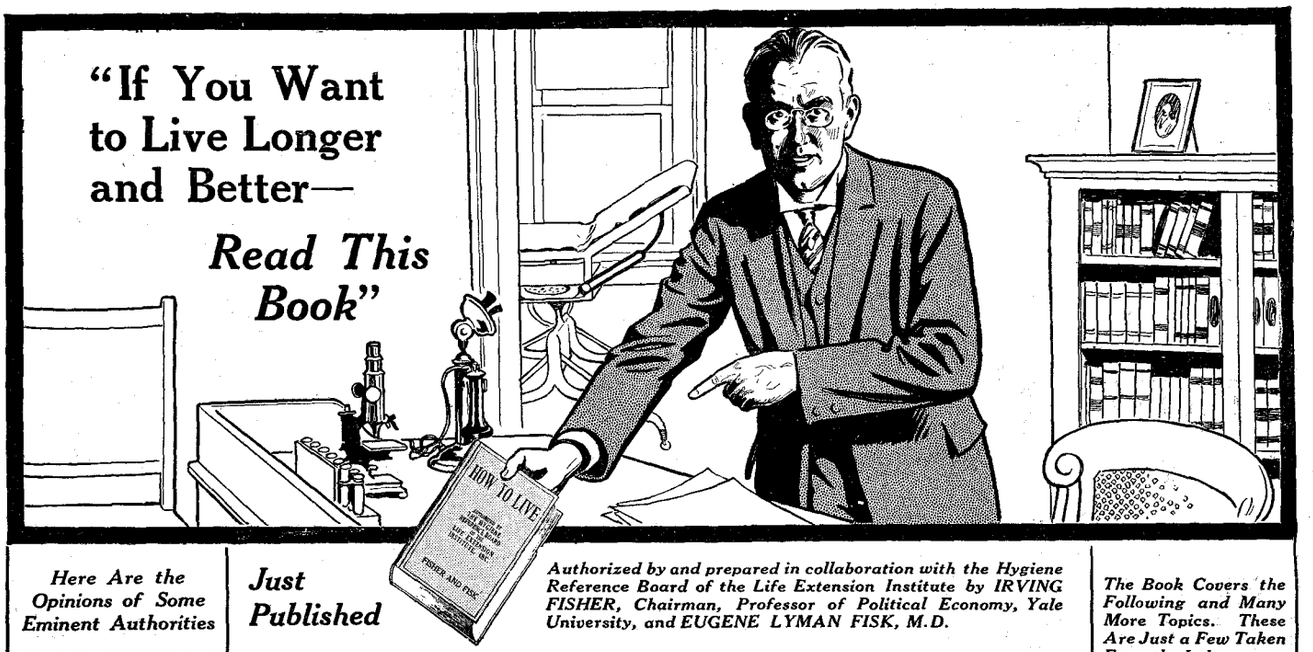

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Despondency
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work of lines over Havana and Matanzas Provinces; the Havana Central electric lines, to the environs of the capital; the Cuban Central, for Santa Clara Province; and the Cuba Railroad, traversing the eastern part of the island from Santa Clara to Santiago, etc. Among short trips from Havana are the following:

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To Santiago, the mountain-walled city made famous in our own history. This is the longest rail-trip, 538 miles, and occupies 23 hours. Through sleeping-car trains leave Havana daily at 3.10 and 10 P.M. At Santiago all American tourists will of course be interested in taking motor-drives to the battle-fields and other drives to the high mountain altitudes.

Havana is connected with Key West by what might be termed almost the ferry service of the Peninsular & Occidental Steamship Company. The same line operates steamers between Tampa and Havana, calling at Key West. Connection between New Orleans and Havana is afforded by steamers of the Southern Pacific Steamship Company and the United Fruit Company's steamers. Direct service to Havana from New York is furnished by Ward Line ships (first-class fare $40 and up, each way) and both Havana and Santiago are ports of call on the attractive cruises of the United Fruit Company's Great White Fleet. Steamers of the Munson Line ply between New York and Antilla on the eastern coast, which is also a port of call of the Royal Mail Steam Packet Company. See elsewhere for full details relative to sailings.

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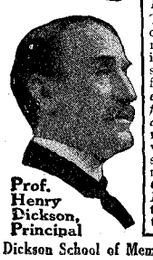

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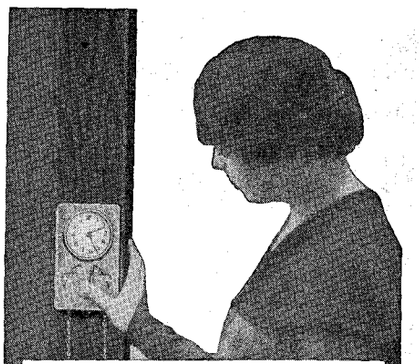

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to visit, not once, but many times—and each time with new enthusiasm. To the uninitiated Jamaica is a land of marvels. Park districts like those of England, the best of the tropics, roaring streams everywhere, mountains towering over a mile in air, form a combination difficult to equal elsewhere.

For those stopping in Kingston, the principal city and the Government headquarters, visits should be paid to Port Royal, an old pirate town, once styled the wickedest spot on earth. Nor should tourists fail to take the trip to New Castle, a drive of nineteen miles up the mountains until you are about a mile above sea-level. Here a wonderful view of the whole island can be obtained. Castleton Gardens is another enchanting spot which every tourist should visit. These gardens are said to contain the greatest collection of tropical plants in the world.

No matter where you go in Jamaica you will retain the pleasantest memories of wonderful drives through forests, past vast banana-plantations and on the best of roads. Kingston is a port of call for the West Indies cruises of the United Fruit steamships, and the Royal Mail Steam Packet Company.

PANAMA

Panama continues to be the objective of vast numbers of winter tourists, many of whom return another year to visit her engineering marvel. It was a wonderful sight to see the great Canal under process of construction. It is a fascinating sight to see it under completion and operation. The new American city of Cristobal, at the Atlantic approach to the Canal, is the port of arrival for visitors from the East. Here are the great Gatun locks and the Government-owned Hotel Washington. Going through the Canal, the tourist finds at Ancon on the Pacific another modern city, with another Government hotel, the Tivoli. Nearby are interesting scenes at ancient Panama City. Cristobal is a port of call for the West Indies cruises of the United Fruit Company and the destination of the Government line from New York. Panama may be conveniently combined with a trip from New York to South America, as described elsewhere.

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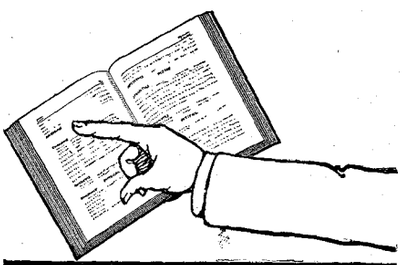
Costa Rica is a point of visit in a sixteen-day West Indies cruise of the United Fruit Company's steamers from New Orleans and in the twenty-four-day cruise from New York. These ships remain at Port Limon for about two days. In a twenty-four-day cruise of the same line, the tourist is able to visit Puerto Barrios, Guatemala, the eastern terminus of the transcontinental railway. The ship calls also at Puerto Cortez and Tela, Honduras, and at Belize, British Honduras.



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SOUTH AMERICA, LAND OF SUPERLATIVES

Before the European War had closed the gates to tourist travel across the Atlantic, that injunction to "See America First," repeated to innumerable thousands, had awakened in the minds of Americans a desire to discover their own land. Since the beginning of the great conflict this desire has become a necessity so that Americans have become actually familiar with the charms of North America. This being true, it would be opportune to proclaim another travel injunction, viz., "See South America Now!" As a people we are still densely ignorant of our neighboring continent. We have only the vaguest and crudest conceptions of her scenic wonders, her vast agricultural resources, and her immense commercial future. It is profitable in many ways to discover her attractions and possibilities.

South America may be termed the continent of superlatives, containing as it does the grandest mountain scenery and highest peak in the western hemisphere; the loftiest navigable lake in the world; the earth's greatest river; remains of a civilization so ancient that archeologists are unable to trace its origin, and food-supplies among the greatest known to civilization. If you are interested in history of absorbing interest, in nature's mightiest handiwork, or in industries and trade undergoing rapid expansion, you will not be disappointed in a tour of South America.

You may take a peep at South America by visiting its northern countries, Colombia, Venezuela, or Guiana. Here, east of the Canal Zone, far away from the talk of steam-shovels and "slides," are the languorous cities of Cartagena, Puerto Colombia, and Santa Marta. Here, too, you will find memories of the Inquisition, of *plat* ships that bore a monarch's ransom, of the "Rose of Devon," and of sturdy conquistadores who brought the land under the domain of Spain.

If you would see commercial South America, a tour of the east coast, visiting the great marts of trade in Brazil, Uruguay, and Argentina, will be a revelation. But even with these journeys you would know hardly more of the continent than would be derived of our own country from a visit to New England and the Eastern States. The essential tour, for those who would really know South America, is that which embraces both coasts and includes the grandeur of the Andes, relics of the Incas, and regions of agriculture and commerce. This "grand" tour of the continent may be made up or down either coast, but experienced travelers usually proceed down the west and up the east coast. The trip may include passage through the Straits of Magellan, or the shorter rail route across the continent by the Trans-Andean Railway. It is possible to give here only a momentary glimpse of the more important scenes and experiences awaiting the traveler making the around-the-continent journey.

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continuing beyond Lima reaches an altitude of 15,865 feet, or higher than the summit of Mt. Blanc, and is the highest railway in the whole world.

Returning to the steamer at Callao, the voyage down the coast is resumed with a two days' sail to Mollendo. This port is the point of departure for a rail-trip inland over the shifting sands of the Desert of Islay, up mountain altitudes of 14,500 feet, passing Arequipa, a Spanish city 7,500 feet above sea-level, to Cuzco, the ancient capital of the Incas. On this trip the traveler gets his first view of the Andes, which, as James Bryce says in his excellent book on South America, is "a view to which few parts of the Old World furnish anything similar, for nowhere else, except in Iceland, and in Tibet, and Turkestan, do snow mountains rise out of waterless deserts. Yet this contrast is only a part of the strange weirdness of the landscape, a landscape unlike the Alps, or Pyrenees, or Apennines, unlike the Caucasus or the Himalayas, unlike the Rocky Mountains and Sierra Nevada of North America." Impressive traces of ancient races are to be seen in Cuzco, a city of Spanish architecture and Indian population. Here one may stand upon the ramparts of the prehistoric fortress of Sacsahuaman.

Leaving Cuzco the train is taken back to Puno, on the shores of the highest body of navigable water in the world, Lake Titicaca. Here steamer may be boarded for a one-hundred-mile sail more than two miles above sea-level to the southern end of the lake at Guaqui, where pre-Inca ruins may be viewed, and on to La Paz, the loftiest capital in the world, 12,700 feet above the sea. The trip may be continued by retracing the route to Mollendo and embarking there for a five-day voyage to Valparaiso, or by continuing southward from La Paz over the Antofagasta and Bolivia railways through wild mountain scenery to the port of Antofagasta, thence by steamer to Valparaiso. A portion of this route is over a railway operating first-class cars on a 2½-foot gage. If the traveler does not wish to make the long journey southward and through the Strait of Magellan, he leaves the steamer here for a trip across the Trans-Andean Railway to Buenos Aires.

If the Strait trip is taken, the long voyage may be pleasantly broken by taking the train from Valparaiso to Santiago, the capital of Chile, going thence by rail southward to Concepcion, from which city interesting excursions radiate, and then going on to Temuco near the active volcano Llaima. Here may be seen the aboriginal Araucanians, one of the most interesting races of South America. Proceeding southward the train passes through Osorno with its vast panorama of the snow-capped Andes. This is the point of departure for the high-altitude lake district, which is becoming more and more frequented by the wealthy classes of Chileans. The rail journey ends at Puerto Montt. Here the tourist embarks for the Strait of Magellan, sailing for mile upon mile through an inland sea studded with islands, mountain-walled, and one of the most beautiful bodies of water over which ships sail, a combination of scenery found in the Inside Passage of Alaska or the fjords of Norway. Several ports of call are met and then is made that inspiring passage through the stern, rock-bound Strait, with a call at Punta Arenas, the southernmost of all cities, followed by the voyage northward to Montevideo and Buenos Aires. The average sailing-time from Valparaiso down the coast, through the Strait, and northward to Buenos Aires, is eleven days, while the trip between the two cities by Trans-Andean Railway takes forty hours.

Fifty miles inland from Valparaiso is the city of Santiago, the capital of Chile and the fourth South-American city in population. From its broad central avenue, the Alameda, lined with statues and four rows of trees, one can look upon mountains crowned with perpetual snow. From here the transcontinental tourist departs for the ride over the Trans-Andean Railway, the first rail-line to conquer the tremendous Andean barrier, and probably the most wonderful feat of railway engineering in the world. The passenger making this trip will have an experience never to be forgotten. To quote Mr. Bryce again: "If any other trunk line of railway traverses a region so extraordinary, it has not yet been described." Penetrating deep valleys, beside rushing torrents, clinging to the perpendicular sides of precipices a thousand feet deep, stretching by one hundred and eighteen eery bridges over vast chasms, plunging through twenty-five tunnels, climbing the slopes of snowy peaks 15,000 and 22,000 feet in elevation, ascending far above timber-line, the train finally passes over the Continental Divide, at 10,400 feet elevation in a three-mile tunnel, and then descends to the fertile plains of the Argentine. No greater transition could be experienced. Behind are the mountains and in front limitless prairies. Unparalleled scenic grandeur has been left behind and a world devoted to agriculture and commerce entered.

Argentina has been termed "the United States of South America." It is one of the world's greatest granaries and a source of meat-supply. Buenos Aires, with a population of 1,300,000, is often called "the Paris of the Western World," an amazing city, and the railway and commercial center of the country. Along its modern wharfs and grain-elevators you will see a great fleet of ships. Its subway and surface car-lines are models of efficiency. It has twenty daily newspapers. Its sanitary conditions are equaled by few other cities. Here is all the activity of an American city and "exuberant wealth and extravagance." The glitter of wealth, the display of luxury are everywhere manifest. Over the Avenida de Mayo speed great numbers of costly motor-cars. At the palatial opera-house you may see one of the most brilliant audiences that gather for the opera. An even more dazzling display of wealth and fashion may be seen by taking the overnight trip to Mar del Plata, "the Newport of South America."

Leaving Buenos Aires the next important port is Montevideo, the capital of Uruguay, a busy modern city teeming with commercial activity. Resuming the northward voyage, the coast of Brazil is followed to Santos, which is set in a tropical landscape, and one of the greatest of coffee-exporting ports. From Santos there is a remarkable trip over a railway ascending 2,600 feet in six miles and then continuing to São Paulo, a flourishing Brazilian city.

One of the most interesting experiences in the tour of commercial South America is a visit to Rio. The first thing that attracts us as we enter the Bay of Guanabara, the true name of the beautiful bay on which Rio de Janeiro is situated, is the Pão d'Assucar, or "Sugar Loaf," a shapely cone of rock at the left hand. Farther on is the submerged fort, and still farther the island of Villegagnon, the spot on which the first voyagers landed. Coming to the splendid docks, built of solid masonry, we land at the end of the Avenida Rio Branco, lined with fine buildings. At its southern end we pass the National Library, the Supreme Court, and Municipal Theater, and still farther on the Monroe Palace, recently used as the place of meeting of the Chamber of Deputies. Here the Avenida becomes the far-famed Avenida Beira Mar, which runs through a connecting street to the Avenida Atlantica, along the shore of the sea to the south of the city.

In the distance as we enter the bay we see the Organ Mountains and in the nearer distance the peaks of Tijuca, 1,000 meters high, and Corcovado, or the Hunchback. Corcovado is ascended by a cog road, and from the top we get one of the most wonderful scenes in the world. The city lies below like a toy village and the sea stretches out to the horizon. The Sugar Loaf is ascended by a double cable road, the first part from the ground to the top of Mount Urca, the second from that to the top of the Sugar Loaf. No one should fail to see the Beira Mar, the Avenida Atlantica, or fail to go to the top of the Sugar Loaf or of Corcovado, as nowhere in the world can such scenery be had. A trolley-ride up the Tijuca Mountain runs past the International Hotel, from the piazzas of which are wonderful views. Nictheroy, situated across the bay, can be reached by ferry. The rides in that city are most interesting and the views to be had on the São Francisco line very beautiful.

Attractive cruises to the northern-coast countries of South America, combining with the West Indies, are afforded by steamers of the United Fruit Company, Quebec Steamship Company, Royal Mail Steam Packet, and Red "D" Lines. West-coast service from Cristobal southward is provided by steamers of the Pacific Steam Navigation Company and The South American Company. On the east coast is the direct service of the Lamport and Holt Line between New York, Bahia, Rio de Janeiro, Santos, Montevideo, Buenos Aires, and Rosario, and the Royal Mail Steam Packet from New York (calling at Barbados) for Rio, Santos, Montevideo, and Buenos Aires. The usual sailing-time between New York and Buenos Aires by direct steamer is twenty-four days. Between New York, Barbados, Para, Manaos, and Iquitos, Peru, sail steamers of the Booth Steamship Company. Between New York and Brazil ports via Barbados are operated the ships of the Lloyd Brazileiro. The route from New York to Buenos Aires via Panama, thence down the west coast to Valparaiso, thence by Trans-Andean Railway, is one thousand miles shorter than by direct steamer between New York and Buenos Aires and can be made in twenty-two days.

The cost of a tour around South America, including berth and meals aboard steamers, but not including expenses ashore, is about $525. Between sixty and ninety days are necessary for such a trip. Personally conducted, all-expense tours are offered by various tourist agencies at from $1,400 for a tour of about three months to about $2,500 for a six months' trip. These tours will save the traveler making his first trip to South America much annoyance and inconvenience.

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ATLANTIC COASTWISE AND INSULAR ROUTES SOUTHWARD

ST. JOHN AND HALIFAX TO BERMUDA AND THE WEST INDIES

The fleet of the Royal Mail Steam Packet Company will make twice-a-month sailings from St. John, N. B., and Halifax, N. S., for Bermuda, St. Kitts, Antigua, Montserrat, Dominica, St. Lucia, Barbados, St. Vincent, Grenada, Trinidad, and Demerara. Sailing time, either direction, about twenty-seven days. Southbound passengers from Canada embark at Halifax, northbound disembark at St. John.

FROM NEW ENGLAND SOUTHWARD

The extensive fleet of the Merchants and Miners Transportation Company, operating to and from important coastwise ports between Boston or Providence and Jacksonville, offers a variety of attractive winter voyages southward. Following are the lines and sailings:

BOSTON TO PHILADELPHIA

Sailings from Boston every Tuesday, Thursday, and Saturday. Running time, 38 hours.

BOSTON TO NEWPORT NEWS AND BALTIMORE

Sailings from Boston every Monday, Wednesday, and Friday. Time, 50 hours.

BOSTON TO NORFOLK

Sailings from Boston every Tuesday, Thursday, and Saturday. Time, 38 hours.

PROVIDENCE TO NORFOLK, NEWPORT NEWS, AND BALTIMORE

Sailings from Providence, R. I., every Tuesday, Thursday, and Saturday. Time of voyage, 42 hours.

PHILADELPHIA TO SAVANNAH AND JACKSONVILLE

Sailings from Philadelphia every Wednesday and Saturday. Time, 64 hours.

BALTIMORE TO SAVANNAH AND JACKSONVILLE

Sailings from Baltimore every Tuesday and Friday. Baltimore to Savannah, 50 hours; Baltimore to Jacksonville, 62 hours' sailing time.

NEW YORK OR NEW ENGLAND TO OLD POINT COMFORT AND NORFOLK

The shortest coastwise winter trip southward from New York is that afforded by the Old Dominion Line with sailings each week-day between New York, Old Point Comfort, and Norfolk. Sailing time between the two terminal ports is 19½ hours. At Norfolk connection is made with James River steamers for Richmond and with Norfolk and Washington steamers for a popular return trip, via the Nation's Capital, thence by rail to New York. Tourists from New England may reach Old Point by Merchants and Miners Transportation Company steamers from Boston or Providence to Norfolk.

BOSTON, PROVIDENCE, OR NEW YORK TO SAVANNAH

The Ocean Steamship Company (Savannah Line) maintains direct services, between Boston and Savannah and New York and Savannah. Steamers leave Boston Tuesdays and Saturdays, arriving at Savannah Saturdays and Wednesdays; from New York Tuesdays, Thursdays, and Saturdays, arriving Fridays, Sundays, and Tuesdays. From Boston or Providence steamer service to Savannah is maintained by the fleet of the Merchants and Miners Transportation Company.

NEW YORK TO CHARLESTON AND JACKSONVILLE

The now combined fleets of the Clyde and Mallory Lines afford the winter coastwise voyager numerous attractive trips. Clyde Line steamers leave New York Tuesdays, Wednesdays, Fridays, and Saturdays, calling at Charleston, S. C., the second day out and reaching Jacksonville within three days from New York. At Jacksonville direct connection is made with the St. Johns River Line.

NEW YORK TO MOBILE, KEY WEST, TAMPA, GALVESTON

Mallory Line ships are operated from New York in four chief passenger services. First, New York to Galveston, semiweekly sailings, time, about 6½ days; 2nd, Key West, Florida, service, semiweekly sailings; 3rd, Tampa, Florida, service, from New York every Saturday; 4th, Mobile, Alabama, service every Saturday.

KEY WEST TO HAVANA

For the trip from Key West to Havana steamers of the Peninsular and Occidental Steamship Company leave Key West every morning except Sundays at 8.30, arriving in Havana at 5 o'clock in the afternoon. Service from Havana to Key West is each week-day at 9.30 A.M., reaching Key West at 6 P.M.

PORT TAMPA TO KEY WEST AND HAVANA

From the west coast of Florida steamers of the Peninsular and Occidental fleet leave Port Tampa Sundays, Tuesdays, and Thursdays, calling at Key West and reaching Havana the following

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Cloth bound, 403 pp. Illustrated with photographs and charts. Price $1.50; by mail $1.62.

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day. Returning, sailings from Havana are on Tuesdays, Thursdays, and Saturdays.

MIAMI TO NASSAU

This service, previously conducted by P. and O. steamers, will be discontinued during the present winter.

NEW YORK TO NEW ORLEANS AND NEW ORLEANS TO HAVANA

The Atlantic Steamship fleet of the Southern Pacific Company provides sailings between New York and New Orleans, leaving New York every Wednesday and Saturday, arriving at New Orleans Mondays and Thursdays. A direct service between New Orleans and Havana is maintained by this line, steamers leaving New Orleans every Saturday, the time of passage being about forty hours.

JACKSONVILLE, FLORIDA, TO NASSAU, BAHAMAS

A twice-a-week steamer service between Jacksonville and Nassau, Bahamas, will be given by the Ward Line, beginning January 8.

INSULAR AND SOUTH AMERICA

NEW YORK TO BERMUDA

Tourists to Bermuda are offered sailings from New York every Wednesday by the Quebec Steamship Company (operated by the Canada Steamship Lines, Limited), the voyage occupying about forty-eight hours.

NEW YORK TO THE WINDWARD ISLANDS

The Quebec Steamship Company also makes regular sailings between New York, St. Thomas, St. Croix, St. Kitts, Antigua, Guadeloupe, Dominica, Martinique, St. Lucia, Barbados, and Demerara. Sailings are at about bimonthly intervals. Some of these places are ports of call by steamers of the Royal Mail Steam Packet Company from New York southward.

NEW YORK TO ANTILLA, CUBA

Between New York and the port of Antilla, on the southeast coast of Cuba, a bimonthly service is operated by the Munson Steamship Line.

NEW YORK TO NASSAU AND HAVANA

Through steamship service between New York and Havana, with sailings Thursdays and Saturdays, is afforded by express steamers of the Ward Line (New York and Cuba Mail Steamship Company), time, about four days. Weekly sailings (Thursdays) are made by the Ward Line direct to Nassau, Bahamas, steamers continuing on to Havana.

NEW YORK TO MEXICO, VIA HAVANA

With sailings from New York every other Thursday, another division of the Ward Line is operated to Havana, Progreso, Vera Cruz, and Tampico, Mexico. The schedule calls for arrival at Havana, Mondays; Progreso, Tuesdays; Vera Cruz, Thursdays, and Tampico, Mondays.

NEW YORK TO PORTO RICO

Tourists from New York to Porto Rico are afforded direct service to San Juan with sailings every Saturday by the New York and Porto Rico Steamship Company's fleet. This is a four-day voyage.

Steamers of the Red "D" Line offer fortnightly sailings between New York and San Juan, Porto Rico, five days out.

NEW YORK TO PANAMA CANAL ZONE DIRECT

The Government-owned and -operated Panama Railroad Steamship Line makes weekly sailings from New York direct to Cristobal, there connecting with Panama Railroad to the Balboa terminal on the Pacific. Here direct connection is made with steamers for the west coast of South America.

NEW YORK TO PANAMA AND SOUTHWARD VIA HAVANA OR KINGSTON

Passenger service to Panama, including the above connections, is provided by "The Great White Fleet" of the United Fruit Company. The ships of this line operating to Panama leave New York Saturdays, calling at Havana, and Wednesdays, calling at Kingston, Jamaica. Saturday's ship, after leaving Cristobal, continues on to Bocas del Toro and Port Limon, after four days at this port returning via same route. Wednesday's steamer, after leaving Cristobal, proceeds to Cartagena, Puerto Colombia and Santa Marta, returning via same route.

NEW ORLEANS TO PANAMA AND SOUTHWARD

United Fruit steamers leave New Orleans for Cristobal and Bocas del Toro via Havana every Saturday. Ships of the same fleet leave New Orleans for Cristobal direct, thence to Port Limon and Bocas del Toro, every Wednesday.

NEW YORK TO SANTIAGO, CUBA, JAMAICA, AND BRITISH HONDURAS

Steamers of the United Fruit Company leave New York every Friday for Santiago, Kingston, and Honduras ports.

NEW ORLEANS TO HONDURAS PORTS

United Fruit Company ships sail from New Orleans for Honduras ports, including Belize, Puerto Barrios, Tela, and Puerto Cortez, every Thursday.

TO BARBADOS AND SOUTH-AMERICAN PORTS

Fortnightly sailings from New York (Saturdays) for Barbados, Bahia, Rio de Janeiro, Santos, Montevideo, and Buenos Aires are made by steamships of the Lamport and Holt Line. The sailing time is as follows: New York to Barbados, 6 days; Barbados to Bahia, 8 days; Bahia to Rio, 3 days; Rio to Buenos Aires, 6 days. Steamers remain at Buenos Aires 16 days before departing northbound. Barbados is a port of call by Royal Mail Steam Packet steamers.

NEW YORK TO SANTIAGO, JAMAICA, COLON, PUERTO COLOMBIA AND CARTAGENA

Bimonthly sailings from New York for the above ports are made by steamships of the Royal Mail Steam Packet Company. The round-trip cruise occupies twenty-two days.

NEW YORK TO COLOMBIAN PORTS, TRINIDAD, ETC.

Service from New York to north-coast ports of South America, Trinidad, etc., is made by ships of the Royal Dutch West India Mail. Sailings upon application.

Weekly sailings from New York to Venezuela are afforded by ships of the Red "D" Line, sailing time, six days.

NEW YORK TO EAST-COAST PORTS OF SOUTH AMERICA

Lamport and Holt Line, Royal Mail Steam Packet Company, Booth Steamship Company, Ltd., Lloyd Brazileiro, and Norton Line.

TYPICAL COASTWISE AND INSULAR TOURS

There are coastwise insular and South-American trips in many combinations to accommodate small or large expenditures and to occupy short or long winter vacations. A few typical tours are as follows:

6 DAYS, $35.—New York to Savannah, with two days in Savannah, by Ocean Steamship Company (Savannah Line).

5 DAYS, $32.—New York to Charleston, S. C., and return via Clyde Line. Four days at sea and one day in Charleston.

7 DAYS, $43.30.—New York to Jacksonville, Fla., and return via Clyde Line. Six days at sea, calling at Charleston, a day in Jacksonville or St. Augustine.

9 DAYS, $90.—New York to Key West, Fla., via Mallory Line, thence to Havana, returning to New York via Ward Line. Four days at sea to Key West, a day and a half in Havana, and a three-day sail to New York.

9 DAYS, $80.—New York to Galveston, Texas, via Mallory Line, calling at Key West, Fla., *en route*, returning via rail to New York, with choice of routes.

10 DAYS, $65.—New York to Mobile, Ala., via Mallory Line, calling at Key West and Tampa, to Mobile, returning via rail lines to New York, with choice of routes.

8 DAYS, $76 UP.—New York to Havana by United Fruit Company, with two and one-half days in Cuba.

15 DAYS, $114 UP.—New York to Kingston, Jamaica, with five days in Jamaica, by United Fruit Company.

18 DAYS, $114 UP.—New York to Jamaica and Santiago, Cuba, by United Fruit Company.

22 DAYS, $180 UP.—Twenty-two-day cruise from New York to Kingston, Colon, Cartagena, Puerto Colombia, and Santa Marta, returning via Colombia, Colon, and Kingston by United Fruit Company.

24 DAYS, $180 UP.—Twenty-four-day cruise from New York to Havana, Colon, Port Limon, Costa Rica, returning via Colon and Havana by United Fruit Company.

24 DAYS, $180 UP.—Twenty-four-day cruise from New York to Santiago, Cuba, Kingston, Guatemala, Honduras, returning by same route by United Fruit Company.

6 DAYS, $63.—New York to Havana, Cuba, via Ward Line, thence by steamer to New Orleans, La., or the reverse.

16 DAYS, $85.50.—New York to San Juan, Porto Rico, and return via New York and Porto Rico Steamship Company steamers. Four and a half day sail each way and a seven-day stay ashore.

30 DAYS, $140 UP.—New York to Windward Islands and to Demerara, South America, by Quebec Steamship Company.

8 DAYS, $42 AND UP.—New York to Bermuda, including all expenses, steamer, hotel, side-trips, via Quebec Steamship Company.

10 DAYS, $90.—New York to Nassau, Bahamas, weekly, by Ward Line steamers from New York, sailing time each way, three days.

23 DAYS, $170.—New York to Puerto Colombia via Santiago (Cuba), Jamaica, and Colon, returning to New York via Cartagena, Colon, Kingston, and Santiago, by Royal Dutch West India Mail.

9 DAYS, $85.—New York to Santiago (Cuba) by Royal Dutch West India Mail.

36 DAYS, $143.75.—New York to Bermuda and Windward Islands. To Bermuda by Royal Mail Steam Packet, transferring there to West Indies service steamer for St. Kitts, Antigua, Montserrat, Dominica, St. Lucia, Barbados, St. Vincent, Granada, Trinidad, and Demerara, returning over same route.

23 DAYS, $180.—New York to Colon, Puerto, Colombia, and Cartagena via Santiago and Jamaica by Royal Mail Steam Packet Company.

10 DAYS, $88 CIRCLE TOUR.—New York via Ward Line to Nassau, N. P. Ward Line to Jacksonville, Clyde Line to New York, or the reverse.

15 DAYS, $114 CIRCLE TOUR.—New York via Ward Line to Nassau, Ward Line to Jacksonville, Florida East Coast Railway to Key West, Mallory Line to New York, or the reverse.

6-DAY HOLIDAY CRUISE, $40, covering all expenses on steamer and ashore, including hotel accommodations, and sight-seeing automobile tours, will be operated from New York to Savannah, by Savannah Line leaving New York, Christmas Day, returning on New Year's.

2 TO 14-DAY COASTWISE TRIPS in variety are offered by the Merchants and Miners Transportation Company over various divisions of its lines and also by rail and connecting steamer lines.

The winter rates are as follows:

Between Boston and Newport News and Norfolk	$19
Between Boston and Philadelphia	16
" " " Savannah	38
" " " Jacksonville	45
" Providence and Baltimore	18
" " " Norfolk and Newport News	17
Between Providence and Savannah	36
" " " Jacksonville	43

"THE GOLDEN STATE" IN WINTER

When our Northern cities are in the grip of blizzards, the orange-groves of California are resplendent with golden fruit, and gardens in Southern California are fragrant with flowers. Later, toward the end of March, California is a land of blossoms, not surpassed by the famous cherry blossoms of Nippon herself. Here is found not the heat of the tropics, but a balmy and yet invigorating air, long famed for its health-giving qualities. This climate, combined with the attractive scenery and fruitfulness of the land, has caused vast numbers of families from the East to make California their permanent home. Of late years the tourist charm of the "Golden State" has been heightened by the rapid extension of a motor-highway system of extraordinary excellence. California is spending millions for permanent roads. From almost every tourist center radiate motor-drives either along the seashore, through the fertile valleys, or to the mountains. These automobile trips form important adjuncts to the rail routes and make it possible to see many places heretofore inaccessible. Whether California is entered by the southern or the northern gateway, the trip from the East may be made by a diversity of attractive routes, disclosing the natural wonders and material resources of this great nation. A tabulation of the more important of the transcontinental routes follows:

NEW ORLEANS SUNSET ROUTE traversing Spanish America, with a wonderful motor-drive *en route* over the Apache Trail with the ancient cliff-dwellings. Southern Pacific steamer, New York to New Orleans, or rail, thence by Southern Pacific System to the coast.

SANTA FÉ-GRAND CAÑON ROUTE from Chicago or Galveston to California with detours to Grand Cañon, Petrified Forest, Big Trees, etc., by the Santa Fé System.

ROCK ISLAND-EL PASO ROUTE from Chicago, St. Louis or Memphis by Chicago, Rock Island & Pacific, El Paso & Southwestern, Southern Pacific, and connections to Los Angeles, San Francisco, etc.

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ROCK ISLAND SCENIC ROUTE from Chicago or St. Louis, Des Moines and Omaha via Rock Island System to Denver, thence through the Rocky Mountains and on to California by Denver & Rio Grande, Southern Pacific, or Western Pacific systems.

MISSOURI PACIFIC ROUTE from St. Louis or Kansas City by the Missouri Pacific System to Pueblo, thence via Colorado Mountain region and Salt Lake to San Francisco via Denver & Rio Grande-Western Pacific.

THE OVERLAND ROUTE following the historic Overland Trail by Chicago & Northwestern System to Omaha, thence by Union Pacific via Portland or Southern Pacific from Ogden, westward.

MILWAUKEE ROUTE from Chicago to Seattle and Tacoma by Chicago, Milwaukee & St. Paul system through the mountain scenery of the northwest. Certain trains of the Milwaukee for California are routed via Omaha, and the Union Pacific to Ogden, thence to San Francisco by Southern Pacific or to Los Angeles by Salt Lake Route.

BURLINGTON-NORTHERN PACIFIC ROUTE leading from Chicago by Chicago, Burlington & Quincy System to Minneapolis, thence to Seattle or Portland by Northern Pacific System.

BURLINGTON-COLORADO ROUTE.—The Burlington system runs also certain through trains from Chicago and St. Louis via Denver over the Denver & Rio Grande-Western Pacific lines to San Francisco and over the Salt Lake Route to Los Angeles.

BURLINGTON-GREAT NORTHERN ROUTE from Chicago to Billings, thence to Portland and Seattle over the Great Northern System.

SHASTA ROUTE SOUTHWARD.—From Washington or Oregon the direct rail route southward to California is by the Southern Pacific's Shasta line through inspiring mountain scenery.

While these are the more important routes to the Pacific Coast there are almost innumerable combinations with circle tours going and returning by different ways. The round-trip winter rate from New York to San Francisco is $146.30 by standard lines, and if via Portland, $165.20.

To do more than get a glimpse at some of California's important winter points of interest would be impossible within our limits. The visitor should not miss these notable attractions: Riverside, in the heart of the orange-grove country with its wonderful Magnolia Highway for motorists; San Diego, with its Exposition Buildings of Spanish-Colonial architecture and its Coronado Beach; Pasadena, center of motor highways to cañons, peaks, and the neighboring San Gabriel Mission, and the beaches at Santa Monica and Venice; Santa Barbara, on the Pacific, sometimes called the American Riviera, with its ancient mission; Del Monte probably the most exquisite production of landscape-gardening in America; Santa Cruz, for a visit to the redwood trees, four thousand years old; Los Angeles, the city beautiful, center of sightseeing trips to many points of interest; and San Francisco, the modern metropolis of the Pacific Coast, the ocean gateway to the Far East and with attractions innumerable.

In traveling northward from Los Angeles to San Francisco four routes are available: by coastwise steamer; by the Southern Pacific's coast line; by Southern Pacific inland route, or by the Santa Fé System. The two last-named routes lead to the entrance of the Yosemite Valley, which with its hotels and coaching company is open to visitors throughout the winter.

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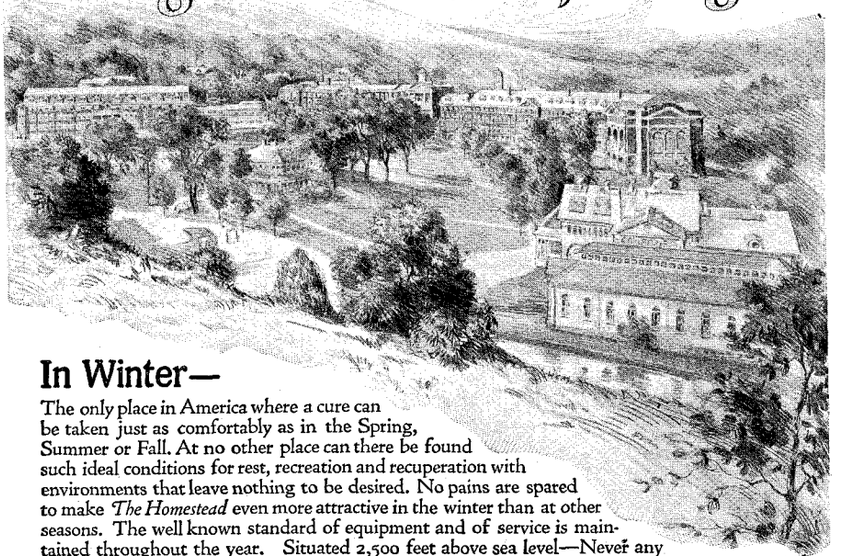

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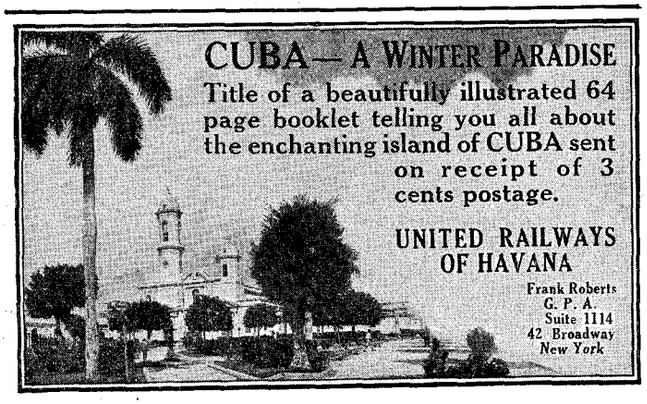
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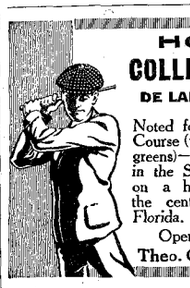

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through half a lifetime, as that one has done. Other things leave me, but it abides; other things change, but it remains the same. For me its balmy airs are always blowing, its summer seas flashing in the sun; the pulsing of its surf-beat is in my ear. I can see its garlanded crags, its leaping cascades, its plumy palms drowsing by the shores; its remote summits floating like islands above the cloud-rack. I can feel the spirit of its woodland solitudes; I can hear the splash of its brooks; in my nostrils still lives the breath of flowers that perished twenty years ago."

From the time you sight the mountains of Molokai, after a brief voyage across the Pacific, until departing you are decorated with the *leis*, or floral wreaths, of the Hawaiians, you seem to be living in a new world. The first glimpse of Honolulu is thus described by the author of "Hawaii, Our New Possessions": "Snuggling at the foot of wondrously picturesque hills which rise abruptly into a continuous range of dark-blue background, lapped by the waves of a perpetual summer sea, the city, as seen from the outside reef, is very beautiful in its setting. The balmy air, the dark outlying hills, the abundant vegetation, the emerald green at the harbor bar, the softness and depth of the blue skies, and the gorgeous sunshine bathing all the landscape with glory, greeted us with tropical welcome."

An almost bewildering variety of trips and amusements awaits the visitor to Hawaii. Indeed, it is well to plan a sufficient sojourn in order to see the many points of interest. Most tourists will not wish to miss motor-trips over the islands of Oahu and Hawaii, the various inter-island excursions, a visit to the active crater of Kilauea, the ascent of the extinct volcano, Haleakala, which towers 10,000 feet from the island of Maui, a trip to the Iao Valley, the Hawaiian Yosemite, and countless other points of interest. Then there are the surf-riders of Waikiki to be watched, *poi* to be eaten, the native hula-hula dance to be seen, romantic Hawaiian music to be listened to, and the curious cosmopolitan population of Hawaiians, Japanese, and Americans to be studied. At least two or, better, three weeks should be allowed for all this.

Ships of several transpacific lines call at Honolulu, west- and eastbound, but no vessels under foreign register are permitted to carry passengers between American and Hawaiian ports. Four steamship lines provide direct service between the United States and Hawaii. The Matson Navigation Company makes weekly sailings between San Francisco and Honolulu. A winter Hawaiian service is afforded by the Great Northern Pacific Steamship Company. The new steamship *Great Northern* of this line will leave San Francisco on special Hawaiian cruises, January 4 and 23, February 12, March 5 and 23, calling on the following day at Los Angeles (San Pedro), thence going to Hilo direct, and allowing time there to visit Kilauea, and thence on to Honolulu. Returning, the steamer will steam from Honolulu to San Francisco in four days' time. The Oceanic Steamship Company's ships on their long voyages between San Francisco, New Zealand, and Australia carry passengers to or from Hawaii, with sailings at intervals of three weeks. Service between San Francisco and Honolulu is provided also by the Pacific Mail Steamship Company, with monthly sailings. Travelers desiring to embark from Vancouver, B. C., may voyage to Honolulu by ships of the Canadian Australasian Royal Mail Steamship Lines sailing monthly. The first-class fare for the round trip from San Francisco is from $130 up. Attractive inclusive tours to

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JAPAN, THE ISLANDS OF THE SOUTH SEAS, AND AUSTRALIA

Altho transatlantic tourist travel is suspended by the war, the winter traveler who enjoys a long ocean voyage may indulge in one of the trips across the Pacific to Hawaii, the Philippines, Japan, Samoa, Australia, or New Zealand. The trip to Japan, calling *en route* at Hawaii and the Philippines, becomes increasingly popular with winter tourists. If the winter vacation can be taken late, so that the traveler may arrive in Japan in early April, Nippon will be found beautiful under a bower of cherry-blossoms.

To the South Sea Islands, immortalized by Stevenson, is a voyage of fascination to the tourist who would enter a strange and different world. "No port of the world exerts the same attractive power upon the visitor or the same sense of enchantment," says that writer. In "following the sun" across the Pacific from San Francisco to Samoa one has the curious experience of losing a day and gaining a day. The port of arrival is Pago-Pago, on Tutuila Island. Many Americans do not know that the long arm of Uncle Sam has reached into this Far-Eastern archipelago and that Tutuila is a United States possession and coaling-station of our Navy. As the ship arrives she is welcomed by flotillas of native craft laden with tropical fruits and wares, their navigators chanting Samoan songs. Ashore there is much to see and hear—the fantastic attire of the natives, their dances in war-paint and feathers, their songs and weird music. An interesting side trip is to Apia, where, on the summit of Mt. Vala, is the grave of Robert Louis Stevenson. The voyage from Samoa may be continued to Sydney, Australia, an interesting land of which Americans know so little. The trip may be extended still farther to New Zealand.

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San Francisco to Sydney via Honolulu and Samoa; Sydney to Hongkong via Manila; Hongkong to San Francisco via Yokohama and Honolulu; first class with stop-overs, $575.

Service to Suva (Fiji), Auckland, New Zealand, and Sydney, is afforded from Vancouver via Honolulu by the Canadian-Australasian Royal Mail Line, connection being made at Suva for Samoa. Numerous circular tours are arranged by this line. Sailings at intervals of about one month from San Francisco to Sydney, with calls at Papeete, Rarotonga, and Wellington, New Zealand, are made by the Union Steamship Company of New Zealand, Limited.

The transpacific traveler bound for Japan or China has the choice of several lines operating first-class steamships. From Vancouver, Victoria, or Seattle steam the ships of the Canadian Pacific Trans-Pacific Lines, reaching Yokohama in about eleven days, Manila about eighteen days, and Hongkong about twenty days. From San Francisco for Yokohama, Kobe, Nagasaki, Shanghai, and Hongkong, via Honolulu, the China Mail Steamship Company sails its ship *China*. From San Francisco to Japan, China, and Manila, the Toyo Kisen Kaisha operates a fleet of well-appointed ships, and between Seattle, Yokohama, Shanghai, and Hongkong, the Nippon Yusen Kaisha. Attractive tours to the Orient are made by all leading tourist agencies. The average cost of a comprehensive two-months' tour from New York to Japan sailing from San Francisco is about $800, of a Philippines-China-Japan, occupying four months, about $1,300.

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SEATTLE TO JAPAN AND CHINA

JAPAN MAIL STEAMSHIP COMPANY

Sailing to Yokohama, Kobe, Shanghai, and Hongkong every two weeks. Time of passage to Yokohama, about 17 days.

SAN FRANCISCO, LOS ANGELES, SAN DIEGO, PORTLAND, AND SEATTLE

GREAT NORTHERN PACIFIC STEAMSHIP COMPANY

Sailing between San Francisco and Portland every five days. Time of passage, about 30 hours.

SAN FRANCISCO AND PORTLAND STEAMSHIP CO.

Sailing between Portland, San Francisco, and Los Angeles every week. Time of passage, 6 days, including stop-over at San Francisco, 3 days.

PACIFIC STEAMSHIP COMPANY

Sailing between Seattle, San Francisco, San Diego, and Los Angeles thrice a week—every Monday, Friday, and Saturday, from Seattle. Time of passage, including stop-over at San Francisco, 6 days.

Sailing between San Francisco and Los Angeles, leaving San Francisco daily except Sunday. Time of passage, about 20 hours. Service to San Diego Monday, Wednesday, and Saturday.

NOTE.—THE LITERARY DIGEST is not responsible for any statements in the foregoing article relating to time of departure or arrival, routes, or cost of transportation.

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